



# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

IF YOU VISIT THE CINEMAS frequently and your eyes get tired, you should be fitted with accurate glasses FOR YOUR EYES' SAKE N. LAZARUS, Optician, 12, Queen's Road C.

No. 20,241

號一十四百二第第二第

日五廿月三年亥癸

HONGKONG, THURSDAY, MAY 10th, 1923.

號十月五年二十國民華中

PRICE, \$3 PER MONTH.

## INTIMATION

A NEW SPECIALITY  
BASS LIGHT  
SPARKLING ALE  
PURPLE TRIANGLE.

Specially brewed for hot climates, lighter than the well-known Red Triangle.

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MACGREGOR  
& CO., LTD.

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SPORTING GUNS by W. W. GREENER and Other Makers—British, French and American—also SPORTING CARTRIDGES of all descriptions.

Sportmen are cordially invited to inspect Samples of GUNS by WEBLEY and SCOTT now on view at our Store.

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## FURNITURE AND PHOTO GOODS STORE.

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Canton Marble in Various Shades.  
Photographic Goods of Every Description in Stock.  
Developing Printing and Enlarging Undertaken.  
Telephone Central 1219.

## PEAK TRAMWAY CO., LIMITED.

### TIME TABLE

WEEK DAYS		
7.00 a.m. to 7.10 a.m.	Every 15 minutes	
7.30 a.m. to 8.00 a.m.	Every 15 minutes	
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**HONGKONG**

**80 Cents Per lb.**

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PHONE 185    "    "    "    'PHONE 1916

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## TUTANKHAMEN AND HIS TIMES

THE HERETIC SING.

### CONFLICTING EVIDENCE

### SOME SOLID FACTS.

## A LIVING PRESENCE

spectacle glasses is of the greatest importance," writes Dr. C. Harbridge F.R.O.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co. successors to Clark & Co., Refracting and Manufacturing Opticians, located at 53, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—*ANTH.* [1923]

IS NOW BEING ISSUED AND CONTAINS

1,800 Pages

Complete Edition	...	...	...	\$12 local currency
Abridged Edition	...	...	...	\$8

**1,800 Pages**

Yours faithfully,

The Managing-Director,  
HONGKONG DAILY PRESS, LTD.  
HONGKONG.

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9, Rue Boudreau.  
LONDON OFFICE:  
Broad Street, E.C. 2.

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Foreign Exchange on the Principal Cities of  
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THURSDAY to SATURDAY (10th to 12th May).

at 5.15 P.M. and 9.15 P.M.

WILLIAM FOX

PRESENTS

PEARL WHITE

in

"KNOW YOUR MEN"

A DRAMA OF WOMAN'S STRENGTH  
AND WOMAN'S WEAKNESS.

2.30 & 7.15 p.m.

"THE RADIO KING." Episodes 9 & 10.  
(Final Episodes.)

USUAL PRICES.

BOOKING AT THE THEATRE.

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MESSRS. FINDLATER, MACKIE,  
TODD & CO., LTD.,

WINE & SPIRIT MERCHANTS,  
LONDON.

The Agency for this Old Established, and Well Known  
Firm has been transferred from CARTERS, to JAMES  
H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

YE OLDE PRINTERIE, LTD.

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V. C. LABRUM, Manager.

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RESORTS



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**BOSHIGAU.**—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.

**OGONDAI.**—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, mostly with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Dismantled Forts Miles from charming Walks and Drives. Abundant Picnicking Facilities. Orchestra twice a week. Best place for high-class families.

**PORT ARTHUR.**—Famous for its two memorable Sieges and its beautiful landlocks Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

**KONGOSAN.**—The famous Diamond Mountain of Korea. A special Summer Resort rivaling Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative qualities. Kongosan Hotel (10 rooms) at Onseiri and Chonji Hotel (11 rooms) at Chonori.

All under the direct management of the SOUTH MANCHURIA RAILWAY CO.  
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## EXPANDED METAL

THE PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

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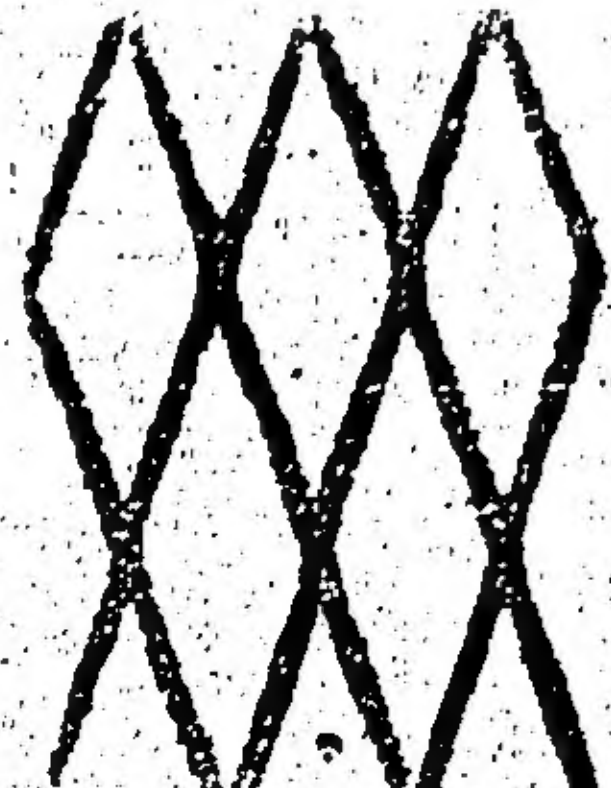
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STONE LIST, PAMPHLETS, AND PRICES ON APPLICATION

Specimens for Description of Machinery or Engineering Plans on Application to

DODWELL & CO., LTD., Machinery Dept.

## PICKWICKIAN REVIVAL

"THE CLUB OF THE THRIFTY TRAVELLERS."

In the days of coaching the traveller learnt to know, witness Pickwick, England and his fellow-countrymen as he knew his home. The railway came and the passenger had a vague vision of the countryside, an hour or two in the place he went to visit, and returned, knowing no more of the real England than he knew when he left. Now, however, the road has come into its own again, but its appreciation belongs not to those who fly blindly along in private motor-cars, but to the humble folk who use the motor-omnibus just as their ancestors used the coach.

It was for this reason that M. Dupont, who was once a member of the famous Paris Club of the Thrifty Walkers and had approved its only rule, "One drink to the kilometre," suggested the formation of a London society, to be called the "Autobus-ers," a name that was amended for the sake of euphony to the "Club of the Thrifty Travellers," with the reservation that when it became popular it would probably be nicknamed the "Mobusters," since its members would travel through England for the sake of adventure and the study of human nature, exclusively by ordinary motor-buses.

M. Dupont was inspired by Pickwick. Like many Frenchmen, he adored Dickens, and once was partly responsible for the production of Pickwick on the Paris stage, a production which still arouses hilarity in the minds of superior Englishmen. He certainly dressed the part when he left Golder's Green for the first trip of the Club from London to Bedford by ordinary motor-bus routes. He had unearthed an extraordinary event with three of four separate canes, such as Mr. Weller wore, which in French is called a "varriek," and a curious cap, with ear-flaps tied at the top with black tape, a fashion handed down to posterity in an early illustration of Sherlock Holmes travelling in pursuit of a criminal. He also carried a travelling "shawl," which he explained was Mr. Pickwick's "shawl."

### THE GREEN DRAGON.

The bus which leaves Golder's Green at 10 a.m. reaches St. Albans at 11.26. It is a nice, jiggling, unburied country bus, and M. Dupont noted for the Club records that the half-way stop at the Green Dragon, where they watered the bus, was long enough to make refreshment possible, if only the passengers had known and licensing laws permitted. Otherwise up to St. Albans there was little worthy of remark. The weather was that April weather of fitful sunshine and showers, to which England has become accustomed in every month except April, and as it was accompanied by a cold north-east wind, M. Dupont was chilly and rather fretful at St. Albans. Fortunately, a glass of good old ale and a fire at a sympathetic inn restored his circulation.

The Road Motor bus left at 11.43, and landed the Club at 12.30 "Luton," said M. Dupont, "is a town without excuse of existence apart from the hotel which gave us a good lunch, and reasonable Burgundy." It rained, and it was early closing day. M. Dupont's reflexions on the weather and early closing day belong to the Club's secret documents.

In fair spirits, none the less, the Club left Luton at 3 p.m. in a National Motor bus due at Bedford at 4.50. The rain turned us from "outsides" into "insides" in the Pickwickian sense, but henceforth M. Dupont's notebook and pencil were almost continuously busy. To begin with there was the conductor, whose politeness converted into a combined sneeze and cough the explosion called up by M. Dupont's costume.

From the conversation that followed M. Dupont noted one remark, the more pleasing in that it was made at the small village of Clapham, melancholy under the weight of rain. London is a dead alive place in weather like this.

Also the President and founder of the Club noticed that the conductor, whilst the same time, unconsciously, as M. Dupont said it was a true and asserted that all three conductors he had travelled with that day were practising the same tune. The rest of the Club dissented from this view, but M. Dupont insisted that there must exist a secret society of bus conductors, and that their masonic sign was the whistling of this elusive tune. The matter was referred for fuller consideration to a general meeting.

### AN EXPECT CASTAWAY.

The sun came out, and the Club adjourned to the top of the bus. There followed a shabby little man with a long nose, beady eyes, and haggard face, on the bones of which the skin hung in wrinkles such as drying clothes cling to the outline of the body on which they are stretched. Unasked and unknowing he laid before the Club of Thrifty Travellers his life and its philosophy. He was, no doubt, professionally, as he said, a traveller in timber, but in point of fact he was an expert in the gentle art of being stranded. "Stranded?" asked M. Dupont, doubtfully. "Shipwrecked!" "Dans la déche dans la mouise, sans le sou," explained the Secretary of the Club.

Our friend, whom we learnt afterwards from the conductor, was known as Artful Sam, was on his way to Bedford from his small village with the definite intention of being stranded. He had just enough money to pay his omnibus fare, but that did not matter, as he knew a place where he could get tea on tick and a man who would lend him his fare back. "I have several friends," he said, "at Bedford; so I have at Luton, and St. Albans, and London, too. I have been stranded there once or many times. The great thing in life is to be ready to be stranded anywhere. The best way is to borrow a shilling from a man; then borrow two shillings from another and pay back the first chap at once. That way you are a shilling to the good and have first-rate credit with the first man. Next day you can borrow three shillings from him, pay off the two shillings debt, and again be a shilling to the good. Not many people would think of that, would they?" "No," said M. Dupont, truthfully, "I am of your advice."

## "COKHUS OF MESPOT"

A UNIQUE SERVICE IN THE EAST.

Sir Percy Cox, British High Commissioner in Bagdad, has been in London recently to advise the Cabinet on the question of whether Britain should get out of Mesopotamia. Sir Percy is in many respects a very remarkable man, and he has a record of service in the East which is unique, writes "A Friend" in the London Daily News.

Next year he will celebrate his sixtieth birthday, and his fortieth year of service under the Crown. Thirty-five years ago he began a career in the East which is now drawing to its brilliant close.

He knows India, he knows Somaliland, he knows the Trucial Coast, Persia, Arabia and Mesopotamia are an open book to him. He has more experience and more knowledge of these lands than any other living man. His life-long friends are powerful chiefs, sheikhs, Emirs, Kings and Shahs.

For five years he toiled in the torrid Presidency at Muscat, the oven of the Persian Gulf; from thence he moved to the infernal heat of Bushire. When war broke out he was the uncrowned King of the Gulf. He landed, as Chief Political Officer, with the first troops of that Expeditionary Force which eventually fought the war from the sea to Mesut. For two years he was our Minister at Teheran.

He knows the Arab, the Persian and the Kurd better than they know themselves. He speaks their tongue and thinks their thoughts.

His name is a password from Cairo to Teheran. Kings and princes hang upon his slightest word, and the British Government is guided by his judgment and acts upon his advice.

In personal appearance, he is tall, thin and soldierly. Clean-shaven, thin-lipped, he holds himself very straight. He gazes upon you with an inquiring air over his pince nez, but always he is cool, untroubled, imperturbable. When one has spent the best twenty years of one's life in the Gulf and Mesopotamia, coolness counts for a great deal. Sir Percy has the unique faculty of being perfectly cool and fresh when the thermometer is about one hundred and twenty-five in the shade. All his spare time is devoted to natural history, and he has sent home to the Zoo many a strange bird, beast and insect. His collection of Oriental stamps, which would make the mouth of a philatelist water, was presented by him to the King.

He is an Honorary Major-General in the army, G.I.E., K.O.L.S.I., K.C.M.G., he has every Arab honour that exists. His parents christened him Zachariah, but to the Arabs he will always be "Cokhus."

## THE SCRAMBLE FOR OIL

BRITAIN, FRANCE, HOLLAND AND AMERICA.

The text of the Federal Trade Commission's report, published on March 28th, detail (writes the Daily Telegraph's New York correspondent), to substantiate the charge, that British and Dutch interests, while securing control of large oil properties in the United States, discriminated in their own territories against American oil interests.

The Commission's report is apparently based chiefly on Consular reports and extracts from the alleged orders of foreign Governments that prospecting and mining leases be granted only to their own nationals. Considerable space is also given to what is termed the world-wide grip which the Royal Dutch-Shell Company has upon oil production, and the fact that out of a total production of 472,183,000 barrels in the United States in 1921, the Royal Dutch-Shell produced 9,332,000 barrels. It is pointed out that the world production of oil in 1921 was 1,000,000,000 barrels, of which the Royal Dutch produced 24,033,000, and the Commission quotes an extract from the company's annual report urging its agents not to be outstripped in the struggle to obtain new territory. On such slender material the Commission bases the sweeping claim that the Governments of Britain, France, The Netherlands, and other countries are practising restrictive measures in not according equal rights to American citizens. The report discloses that the chief complaints to the American State Department came from Standard Oil interests, which according to British authorities, are jealous of the great strides being made by foreign companies in the development of the world's oil resources.

## HONGKONG SHARE MARKET

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May 9th, 1923.

Hongkong and Shanghai Banks	1,095 s.
Union Insurance	235 s.
Douglas Steamships	4 s.
Steamboats	43 s.
Langkate (Combined)	11 s.
Kowloon Wharves	177 s.
Whampoa Dock	170 s.
Hongkong Wharves	112 s.
Hongkong Lands	400 b.
Ewo Cotton Mills	114 s.
Cements	224 s.
China Providents	21 s.
Dairy Farms	25 s.
Waterboats	171 s.
Watsons	18 s.
Hongkong Electric	374 s.
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b—buyers; s—sellers; a—sales.

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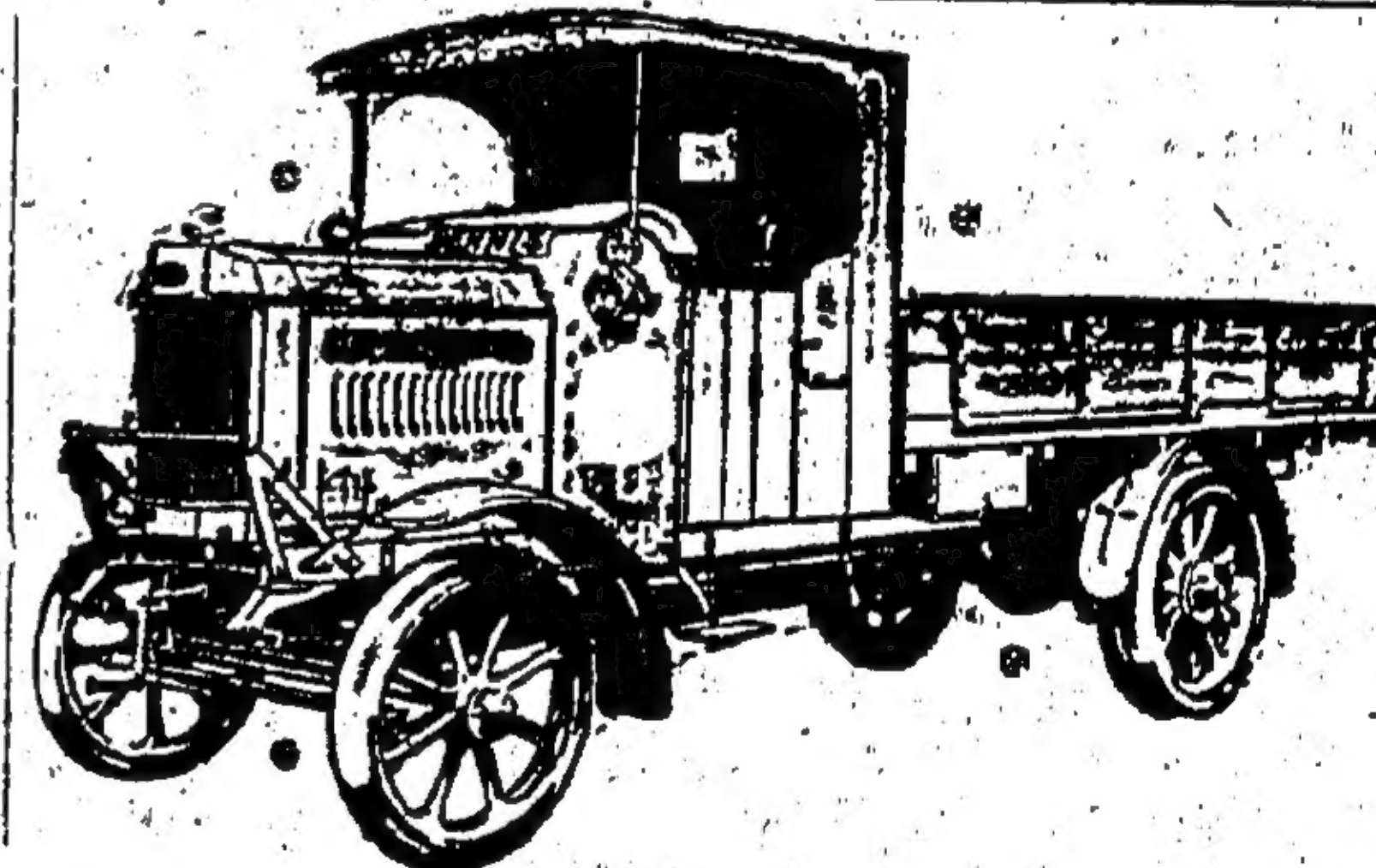
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NIKKO.

23th February, 1923.

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17, ICE HOUSE STREET.

### THE SHANGHAI RACE CLUB. NEW REGULATIONS CONCERNING PURCHASE OF PONIES.

We understand that from the middle of this month a number of new rules will come into force governing the size and purchasing of ponies to be entered for the races held under the auspices of the Shanghai Race Club.

Regarding size, no pony of more than 14 hands, high will be allowed to enter for the races and all ponies will have to be inspected by Messrs. Keylock and Pratt, who have been appointed official measurers and auctioneers for the Club.

As to the purchase of ponies, drastic regulations have been adopted with the object, apparently, of preventing any one purchaser being able to monopolise the purchase of the best ponies. In the past it has been the custom for many owners to buy direct from Manchuria at big prices, thus in a measure depriving the small owner of a reasonable chance of success. On and after the middle of the month all races are to be confined to ponies purchased at a public auction conducted by Messrs. Keylock and Pratt.

There are, of course, certain exceptions to this rule, the main exception being that it does not include ponies already accepted by the Club. Griffins (except subscription griffins) put up for sale are to be advertised for a certain number of days before the date of the auction.

A fund is also being established by the stewards of the Club and the International Recreation Club to finance approved dealers who will purchase the griffins and offer them for sale at the auction. By way of encouragement a bonus of \$1,000 each are to be paid to dealers importing winners of the following races run on the Shanghai Race Course: The Griffin Stakes, The Maiden Stakes, The Derby, and the St. Leger.

However, each country has its own customs and habits. The mere fact that China has perfected her own judicial system will not suffice to win the Powers' recognition thereof. Once China's judicial system has been raised to the same level as that of her senior countries, the Powers will hardly grudge her recognition, even without a reminder from her.

### SOME ORIENTAL STUDIES. REMARKABLE PARALLEL ANECDOTES—GREEK AND CHINESE.

The latest Bulletin issued by the school of Oriental Studies (London University), contains many interesting papers. Sir George A. Grierson, K.C.I.E., contributes a translation of the Lay of Erubama's Marriage, an episode of the Alai-Khanda, that popular North Indian ballad retelling the exploits of the famous Alai and Udan.

The long epic poem has an added interest in that Sir Charles (then Mr.) Eliot stationed near the ancient city of Kanau, found several of the wandering minstrels, or singers of Alai, and employed one of them to compile a complete set of the twenty-three ballads from their joint memories. The poem was thus rescued and later printed. Portions have been translated into English ballad metre but the greater part is still a sealed book to English readers. Sir George Grierson's translation deals with one of the earliest and best of these. This specimen of the ballad poetry of Northern India, as he says, strongly reminds the reader of British border ballads.

CONFUCIUS AND ZENO.  
Three papers are also included relating to China. Lionel Giles gives two very remarkable parallel anecdotes in Greek and Chinese, the first about Confucius as follows:

"Confucius was travelling one over Mount Tai when he caught sight of Jung Chi-chi roaming in the wilds of Ch'ung. He was clad in a deer-skin, girded with a rope, and was singing as he played on a lute. 'My friend,' said Confucius, 'what is it that makes you so happy? The old man replied: 'I have a great deal to make me happy. God created all things and of all created man is the noblest. It has fallen to my lot to be a man; that is my first ground for happiness. Then there is a distinction between male and female, the former being rated more highly than the latter. Therefore it is better to be a male; and since I am he, I have a second ground for happiness. Furthermore, some are born who never behold the sun or the moon, and who never emerge from their swaddling clothes. But I have already walked the earth for the space of ninety years. That is my third ground for happiness. Poverty is the normal lot of the scholar, death the appointed end for all human beings. Allying in the normal state, and reaching at last the appointed end, what is there that should make me unhappy?—What an excellent thing it is, cried Confucius, to be able to find a source of consolation in oneself!'"

GREEK PARALLEL.  
The Greek parallel is found in Plutarch's "Life of Marius" as follows:  
"Plato, when his end was drawing near, gave thanks to his familiar spirit and to Fortune for that, in the first place, he had been born a man and not a brute devoid of reason, and in the second, a Greek and not a barbarian; and moreover, that his birth had happened to fall within the lifetime of Socrates."

Other parallels for the same anecdote are found in a passage in Diogenes Laertius who probably lived in the second century A.D.; and in a saying which Hermetippus in his "Lives" attributes to Thales but which is sometimes told of Socrates. According to Hermetippus, Thales used to say he gave thanks to Fortune for three things in particular: firstly because he had been born a man and not a beast; secondly because he was a male and not a female; and thirdly, a Greek, not a Barbarian. The author of the work containing the Chinese anecdote is thought to have been a contemporary of Socrates, and is certainly remarkable that he should have written yet another parallel passage which finds a striking parallel in Plutarch. This anecdote Mr. Lionel Giles also quotes together with Plutarch's translation of Plutarch's letter.

The two other papers dealing with China relate to Chinese records of the Arabs in Central Asia (H. A. R. Gibb); and the text and translation of gramophone records in Mandarin and Cantonese.

### CHINA'S JUDICIAL SYSTEM. A JAPANESE OBSERVER'S OPINION.

Mr. S. Miyake, Councillor in the Ministry of Justice, additionally holding the Secretaryship of the Foreign Office, Tokyo, who had been inspecting the judicial system of China, is credited in the *Manchurian Daily News* with the following expressions of opinion:—

China, as a State, looks upon the question of extraterritorial jurisdiction as a serious degradation of her prestige, and as naturally doing her utmost to get it withdrawn. The same issue was once contested very warmly in Japan, and it was in the midst of the excitement that roused the whole nation that the late Marquis Okuma, then Foreign Minister, was dynamited, and luckily escaped with the loss of one leg.

Turkey and China are the only countries in which the extraterritorial jurisdiction system is still suffered to be maintained. Turkey was once quite ready to go to war on this problem. Small wonder that China, who is very sensitive of her *dignité propre*, is badly worked up.

The judicial system of China has shown signs of wonderful development, compared with five years ago, when I made my first inspecting tour. I can quite understand, with what vim and energy China's judicial officers have been hard at work towards securing a happy settlement.

At present, China is badly torn up by powerful military exponents and there is great financial distress—the pay of Government officials being too often in arrears.

The judicial officers, who have to exercise their functions independently, cannot escape the pressure of these war-lords. And their position is all the more worthy of sympathy.

In the face of these obstacles, the judicial authorities of China have been striving to uphold the sanctity of justice, and to enlist the recognition of the Powers of their ability to administer justice in a proper manner.

However, each country has its own customs and habits. The mere fact that China has perfected her own judicial system will not suffice to win the Powers' recognition thereof. Once China's judicial system has been raised to the same level as that of her senior countries, the Powers will hardly grudge her recognition, even without a reminder from her.

The question is whether or not China's judicial system is already on the same plane as that in senior countries. I am in no position to commit myself either way on this point. This much I may say: There is no denying the improvement of the system in China in the brief span of time since the Revolution. Its perfect development may be expected safely in the near future.

Foreign critics do not seem to be ready yet to withdraw their severe criticisms from China's judicial system, but they ought to remember that the judicial system of one country must be adjusted to its own peculiar conditions.

China has moulded her judicial service after Japan's. The institution in China that has received the deepest Japanese impress is the judicial system.

How the application of laws, etc., in China came to leave more to be desired to her older countries must be ascribed to her chaotic state.

The judicial system of China is developing and nearing perfection more than any other institution, and every assistance should be rendered by the Japanese towards perfecting it.

### EXPLORERS' CABAYAN LOST ON MONGOLIAN ROADS. A BANDIT OUTRAGE IN MONGOLIA.

A message from Peking says:—  
A serious setback to the work of the Third Asiatic Expedition, for this season occurred when a caravan of sixty camels, bearing most of the staple food supplies and gasoline for the summer disappeared not long ago as it was en route from Kalgan to Erlik. The assumption is that bandits made off with the entire caravan, though attempts to locate exactly where or when the road was left have failed.

The caravan left Kalgan about April 1st, and was due to reach Erlik about the time that the party of scientists reached the same point after leaving Kalgan by motor car some three weeks later. Not having passed the caravan before reaching Erlik, although early the same route was followed, the scientists assumed that the camels had reached their destination. But when the motor cars came in they found no sign of the camels. Both Mr. Roy Chapman Andrews and Dr. Grainger have gone over the trail since, without locating the caravan.

An alternative theory to measure by bandits is that the leader of the caravan, hearing the reports of bandit activities along the regular caravan route, made a detour to escape capture. The caravan was in charge of the men that were with the Expedition last summer, and not the slightest suspicion rests on them.

A small advance party had gone ahead with supplies of food, etc., to last a short time. But if the main caravan cannot be located soon, it will mean, in all probability, that the work of the Expedition for the summer will have to be given up, as the summer's stocks of flour, sugar, jam, etc., as well as gasoline for the motor cars, had been despatched from Kalgan on the camels that have disappeared. It would be extremely difficult, if not impossible, to secure supplies and re-equip a new team of camels in time to get into the field for any effective work before the snows come.

This loss is particularly discouraging because of the remarkable success last year in carrying out the plans for making connection between the motor cars and the camel caravans.

### THE "DOMESTIC TENEMENT" CASE. APPEAL DISMISSED BY FULL COURT.

Judgment was given in the Court of Appeal yesterday morning in the "Domestic tenement" case, in which the Nan Yang Tobacco Company, Limited, appealed against the decision given by the Chief Justice (Sir William Rees Davies) last July in favour of the Procureur General of the Société des Missions Étrangères, when the latter applied for possession of certain godown and factory premises in Caroline Road.

The Appeal Court consisted of the Chief Justice (Sir William Rees Davies), Sir Skinner Turner, Judge of H.M. Supreme Court for China, and the Puisne Judge (Mr. Justice Gompertz).

The Tobacco Company were represented by Mr. C. G. Alabaster, K.C., and Mr. Easley Zeitlyn (instructed by Messrs. G. K. Hall Brutton), and the respondents were represented by Mr. F. C. Jenkin and Mr. Eldon Potter (instructed by Messrs. Deacon, Harston and Shenton).

The first judgment delivered was that of Sir Skinner Turner, who stated that he had visited the premises involved and came to the conclusion that they really consisted of a tobacco factory and godown, in which were employed a large number of hands. Certain supervisors, nine in number, slept in one building, not one of the main buildings, and they used ordinary Chinese wooden beds to sleep on. In one corner of the building there was a cubicle where the godown keeper and his family of ten were living, whilst on the dates material to the case there was a cubicle on the first floor of the building in which there were four Chinese beds.

The Court was asked to consider the definition condition of the Rents Ordinance, and to say whether these premises were covered by that definition or not. It was contended that the Rents Ordinance applied to the whole of the premises inasmuch as it was a building "subject to a separate letting and used in part for human habitation." In his opinion no one could pretend that the premises described by himself, and in more detail by the original judgment, came under the section of the ordinance describing a "domestic tenement." That they were a "tenement" was beyond dispute, but they most certainly were not "domestic." The appeal should be dismissed with costs.

After reading his judgment, His Lordship remarked that in it he had expressly said nothing about "separate letting," but he did not wish it to be taken from what he had said that those words would cover a tenement such as this, even though a very small portion of it was used for human habitation.

Mr. Justice Gompertz agreed that so-called composite premises, partly shop and partly dwelling houses, were within the scope of the Ordinance, but he thought the dominant idea and the motive of the Government throughout the Rents Ordinance, was to protect a tenant occupying a dwelling, and to see that the user should be protected as a residential user. Again, it seemed to him that the term "building" was not employed in the interpretation of the clause in its wider and more general sense. The general meaning of the word was, he thought, cut down and limited by the more particular words with which it was associated. He had arrived at the conclusion that these premises were not within the scope of the Ordinance, and were not a "building" within the meaning of Section 2 (b) of that Ordinance. He added that he had reached this conclusion with some relief, for he could not help thinking that if the Legislative Council had intended to declare structures like churches, godowns, factories, or areas like dockyards, which ordinarily contain buildings, to be entitled to the protection of the Ordinance, it would have manifested that intention in a clearer and less indirect manner. It seemed to him, however, difficult and undesirable to formulate any general rule, and he would not try to do so. Each case had to be dealt with on its own facts as they arise. He agreed that the appeal must be dismissed with costs.

His Lordship the Chief Justice's judgment was brief. "I agree," he said, "that the appeal should be dismissed, and I have no reason to vary the view as to the construction which I placed on the Ordinance in the Court below." Accordingly the appeal was dismissed.

### DEVELOPMENT OF SAMARANG.

The British Commercial Agent at Batavia states:—Samarang, which is the third largest port in Java, and is situated on the banks of the River Samarang, enjoys excellent railway services. Three distinct railways branch out from the town, namely the Netherlands Indian Railway, the Samarang-Cheribon Steam Tram Company, and the Samarang-Joana Steamtram Company. The railways are all owned by private limited liability companies. The State railway does not serve Samarang. The electrification of the three railways has been under consideration; but whether or not operations will be commenced depends apparently upon the success of the State railway electrification scheme.

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### AMERICA AND SINGAPORE NAVAL BASE "NOT DISPOSED TO CRITICISE"

The following Associated Press message appears in the Manila papers:—

WASHINGTON, May 3rd.  
The parliamentary announcement in London that "command of all the seas" is the aim of the British Government, is accepted in naval circles of America as a return to the traditional basic policy of Great Britain as contrasted with the theory subscribed to by her spokesmen at the Washington arms conference, the official minutes of which show that the British delegates were adhering unequivocally to the principle of limitation to a point where the British and American navies became equal. American officers maintain there could not be a naval superiority vested in either country which would give it command of all the seas.

There is no disposition in American naval circles to criticise the Singapore base plans because Singapore is outside the one hundred and tenth meridian which was set at the conference as the limit of insular fortifications in the Pacific, hitherto considered the potential field of conflicting policies between the United States and Japan, but completion of the British programme is seen as drawing Great Britain definitely into the Far Eastern situation.

Since these plans do not conflict with American and British policies, strategists are inclined to study the British activity in relation to the Japan-American contest. It is estimated the British expenditures at Singapore would be \$50,000,000 while the plans for the United States fortifications which embrace the defence of the whole of the Philippine archipelago as well as Hawaii, it is estimated, would cost \$48,000,000 of which only \$600,000 has been appropriated.



## SPORT.

## TENNIS.

## FILIPINO OLYMPIAD TEAM PLAY HONGKONG REPRESENTATIVES.

The Filipino Olympiad team, now in Hongkong, passing through to Japan to compete in the Far Eastern Olympiad games played three friendly tennis matches with Hongkong players yesterday at the Indian Recreation Club. Sookun-boo, yesterday afternoon. Three matches were played—two singles and one doubles—which resulted in the Hongkong men winning the two singles games and the Filipinos winning the doubles. The matches on the whole were exceedingly interesting and drew quite a large number of spectators. The Hongkong players had a decided advantage throughout, playing on the grass courts, the Filipinos being hard court players and quite unused to lawn courts. The Hongkong players shown were T. Honda, the new Japanese player now residing in Hongkong; O. Rumljah (these two played in the singles); and S. A. Rumljah and S. H. Ismail who partnered each other in the doubles.

The results in detail were:—

T. Honda beat Francisco Aragon, 6-2, 6-1.

O. Rumljah beat Cesar Manuel, 8-6, 2-6, 6-4.

Guillermo Aragon and Martin Favia beat S. A. Rumljah and S. H. Ismail, 4-3, 4-6, 14-12.

The best game of the three was that between Honda and Aragon and this drew the largest number of spectators. The Filipino played the American aggressive style, but the Japanese always had his opponent on the run and beat him time and again with some very hard drives across the Court; these shots were remarkably well-placed. Honda's style is quite convincing and he will certainly give our champion a good game when he meets him, as we hope he will, by and by.

In the other singles game between Manuel and O. Rumljah. Both players were evenly matched but after watching in comparison it was quite a tame affair. Rumljah was chiefly on the defensive but, as usual, he managed to get everything back and frequently beat his man with his lobbing. Manuel was very good at the net but his hard driving from the base line invariably went outside.

The doubles match was a very close tussle, with the Filipino player, Guillermo Aragon, showing up as the best player of the four; a feature of his play being a remarkably strong backhand smash. The other three players put up a steady game and the last set went to 26 games before a decision was reached.

Messrs. R. Bassi, G. May and A. H. Rumljah fulfilled the duties of umpires. The Filipino team leaves for Japan to-day.

## THE CLUB CHAMPIONSHIP.

S. E. Green, ex-champion of the Colony defeated E. A. Redmond, in the challenge round of the Club Championship on the Hongkong Cricket Club ground yesterday by three straight sets, 6-3, 6-3, 6-2. Green thus becomes Club Champion. His victories in this competition have been very convincing. He has not lost a single set throughout the competition; in fact he won all his sets, in the "six" series, which shows that he was not hard pressed.

## PILFERING CARGO.

## CARGO WORKER SENT TO PRISON.

Chan Tuk, a cargo worker, was charged before Mr. J. R. Wood, at the Magistracy, yesterday, with stealing 23 pieces of silk braid trimming on board the s.s. *Onderkerke*.

Evidence was given by the Second Officer of the vessel, Mr. A. J. Smith, to the effect that the defendant was one of a gang removing cargo from No. 5 hold. He was seen by the witness to extract a parcel from a case which had been smashed open accidentally.

The defendant's excuse was that the parcel fell out of the case and he was putting it back into the case when he was seen, and his action was misjudged.

Mr. Smith said that when he accused the man he began to tremble.

The Magistrate found the case proved and sentenced the defendant to three months' imprisonment with hard labour.

## YESTERDAY'S HIGHWAY ROBBERY.

Yesterday afternoon several women, who were proceeding to worship at the Hui Wong Temple at Kowloon City, were held up by two men, one of whom was armed with a revolver. The women were robbed of their money and jewellery. The police, during the afternoon, were busy scouring the district for the robbers.

## TROUBLE ON S.S. "YUNNAN." RE-INSTATEMENT OF BOATSWAIN LEADS TO FREE FIGHT.

A free fight occurred on the China Navigation Co.'s steamer, *Yunnan*, on Wednesday evening, whilst she was lying in harbour, off West Point. Rumour had it that the fracas was a serious affair resulting in the loss of three lives. This proved to be an exaggeration. There were a few broken heads, but no fatalities. The police report of the occurrence is perhaps a little vague as to what exactly took place but this we have supplemented by an interview with the skipper of the vessel, Capt. Milne, obtained just before the vessel sailed at noon yesterday.

According to the police report Mr. J. Lyton, second officer of the s.s. *Yunnan* had reported that at 6.30 p.m., whilst a new crew was being taken on, the old crew mustered themselves and armed with hammer and knives attacked the new men. The Chief Officer immediately attempted to hoist the police flag, but the old crew prevented him from doing so and chased him away. Later, however, the flag was hoisted. The new crew were driven into junks which were lying along side the vessel. Undaunted, the new crew returned to the attack, having in the meantime armed themselves with bamboo poles. Another brisk scrap took place. Two or three of the invaders, in the course of the fight, jumped into the harbour but they were rescued. The remainder were again driven back into the junks. The officers of the *Yunnan* managed to detain several members of the old crew until 7.10 p.m. when they became tractable and the officers were compelled to let them go ashore.

## INTERVIEW WITH THE CAPTAIN.

## A DIFFERENT STORY.

Captain Milne in a chat with our representative denied the report that any lives were lost. He also flatly denied the report that the fight took place over the changing of the entire crew. The *Yunnan*, he said, would sail within a few moments with all her old crew with one exception, which was that the old boatswain had been re-instated on the vessel after a period of leave of absence. He described the fracas as a very small affair, lasting not longer than a quarter of an hour. The *Yunnan* carried a Chinese crew of 68 all told and of this number not more than ten men—the deck hands—were engaged in the fight. When the old boatswain came on to the vessel to be re-instated he brought with him some three or four new deck hands. The deck hands already on the boat resented this and a fight ensued between them involving some fourteen men altogether. The new deck hands were driven off, but the old boatswain was allowed to be re-instated. The substitute boatswain who had been doing duty during the absence of the old one fled during the trouble and, according to the Captain, he had not been seen since the previous night. The crew was quite contented and were all at work this morning. The vessel was able to get away two hours after her scheduled time of departure.

## SENSATIONAL ATTEMPTED ROBBERY.

## ARMED MEN ENTER PORTUGUESE HOUSE IN KOWLOON.

A sensational report was made to the police on Wednesday to the effect that five men armed with knives forced an entrance by the back door of No. 11, Ashley Road, which is occupied by Mrs. E. F. Xavier. One of the men seized the amah and kept guard over her; another watched the Portuguese servant and the other three paid attentions to Mrs. Xavier and the cook. Mrs. Xavier was bound and gagged with a small towel after which some of the robbers proceeded to search the house for valuables. They entered the bedroom. Whilst there an alarm was raised and the robbers fled without stealing anything.

The attempted robbery took place at 10 o'clock in the morning.

## ALLEGED PIRATE ARRESTED.

In connection with the armed robbery on a fishing junk off Lantau Island last week, when the master, his wife and his brother were attacked by the foks of the boat and robbed, we learn that the police have arrested a man who is believed to have been one of the foks. He was arrested on Wednesday just as he was hoarding the Cheung Chau ferry launch at Hongkong. The master and his brother are said to be lying seriously ill in hospital as a result of the injuries they received during the fight with their unfaithful servants.

## STOWAWAYS TO VANCOUVER. A CONSIDERABLE SOURCE OF TROUBLE.

The two Chinese who were charged on the previous day with having stowed away on the s.s. *Empress of Asia* were again brought before Mr. J. R. Wood on remand yesterday morning.

Mr. T. G. Bennett, solicitor, informed his Worship that he had been instructed to appear on behalf of the prosecuting Company, the Canadian Pacific Steamship Company.

His Worship outlined the facts of the case, pointing out that the men were discovered at Vancouver and not at Hongkong and that they were returned to Hongkong by the Emigration authorities. The point was whether any charge had been borne out against them.

Mr. Bennett referred the Magistrate to Section 237 of the Merchants' Shipping Act under which he contended that the defendants were liable to conviction.

In reply to the Magistrate, Mr. Bennett said that stowaways were becoming quite a nuisance to the Company.

The Chief Officer of the *Empress of Asia*, who was present in Court, told his Worship that stowaways had been found on the liner on the last three voyages to Vancouver. He mentioned that the Company was liable to a fine of \$300 gold if any of these stowaways got away from the ship without the permission of the Emigration authorities. When the vessel arrived at Vancouver they had an entire muster of the native crew in order to ascertain if any stowaways were on board. They had experienced great difficulty in coping with the trouble.

His Worship ordered the defendants to be sent to prison for four weeks with hard labour.

## CORRESPONDENCE. THE NAVY LEAGUE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR,—As a number of your readers may not have a true knowledge of the aims of this League may I request that you will be good enough to allow me space in your paper to set forth these aims.

The Navy League is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy complete Naval protection for British subjects and British commerce all the world over. Its objects are:—

1. To enlist on Imperial and National grounds the support of all classes in maintaining the Navy at the requisite standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that, since a sudden development of Naval strength is impossible, only continuity of preparation can guarantee National and Imperial security.

3. To bring home to every person in the British Isles the fact that the bulk of the raw material used in our manufactures and more than two-thirds of the food we eat is transported across the seas; that the protection of our commerce at sea is, therefore, vital to the people of the British Isles, and especially to the working classes; that commerce can only be guarded from any possible attack by the Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

4. To teach the citizens of the Empire, young and old alike, that it is the Navy whereon, under the good providence of God, the wealth, safety, and strength of the Kingdom chiefly depend, and that the liberty and prosperity of its people, no less depends on the Merchant Service, which, under the sure shield of the Royal Navy, welds us into one Imperial whole.

5. To maintain Training Ships to hold those boys who desire to take up a career in the Royal Navy and Mercantile Marine and to organize Sea Cadet Corps, not only with a view to keeping alive the sea spirit of our race but also to enable the boys to become good citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their motto—"For God, for the King, for the Empire."

6. To administer the Navy League Overseas Relief Fund, which provides for the education and advancement in life of children of all seamen who lost their lives or became permanently incapacitated by reason of the Great War.

7. To form branches or country units throughout the Empire to spread the knowledge of the history and tradition of the Sea Service, and generally to further the objects of the League.

The Navy League appeals, therefore, to every British subject to join and help it to carry out its work of incalculating and strenuously upholding the principles of the great National and Imperial Policy set forth above.—I am, Sir, Yours faithfully,

L. M. WHYTE,  
Hon. Secretary and Treasurer, Navy League (Hongkong Branch),  
2, Queen's Buildings, Hongkong,  
May 8th, 1928.

## EWO &amp; CO. SUMMONED.

## CHARGE OF CONVEYING OPIUM PREFERRED AGAINST THE FIRM.

Mr. E. Davidson appeared at the Magistracy yesterday morning as the defending solicitor in a case in which Messrs. Jardine, Matheson & Co. were cited as the defendants. The firm were summoned on a charge of conveying or exporting opium, to wit 500 taels of prepared opium, found on board the s.s. *Lung Sang*, a vessel which runs between Hongkong and Manila.

Mr. J. D. Lloyd, Superintendent of Imports and Exports prosecuted, and as the chief witness for the prosecution would be proceeding on leave very shortly he asked His Worship if his evidence could be taken, after which the case could be remanded if the defence so desired.

This was agreed to, and Revenue Officer Lavinia said that at 7.15 a.m. on the 27th April he went on board the s.s. *Lung Sang* while she was at anchor at her buoy. In the engine room he discovered 50 packets, each containing 10.01 taels of opium. The drug was found in the hollow core of the crank shaft. When the discovery was made three other Chinese Revenue Officers were with him as well as the Second Engineer, whom he had sent for.

Cross-examined by Mr. Davidson witness said he knew about the opium before he went on board.

Had a watch been kept on the *Lung Sang* as soon as she had come in from her trip?—Yes, by informers.

They did not find out when it was put on board?—My information was that it was put on board over-night.

Do you know whether it had been seen coming on board?—I don't know.

Witness then added, in reply to Mr. Lloyd, that he removed certain fittings in the floor of the engine room, but the opium was found in another part of the room. It was concealed under two tin plates which were produced in Court.

In reply to the Magistrate the Captain of the vessel said that the ship would be in Port again from the 21st inst. to the 25th inst.

The case was then adjourned to Tuesday afternoon, the 22nd inst.

## MINES IN THE WEST RIVER.

## THE CHINESE NAVY GETS TO WORK.

A remarkable telegram has reached Hongkong from H.M. gunboat *Moorehen*, stating: "All entrances to Kongmoon, also to Junction Channel and West River by Plover Island reported mined."

The *Moorehen* received the information from the s.s. *Kinahan*, and wireless it to the two other gunboats in the vicinity. The work is believed to be that of the Chinese Navy, but the mines are stated to be so badly moored that they are an equal danger to each side in the fray and to the ships of every nation.

## MR. TANG SHAO YI AT CANTON.

## TO CO-OPERATE WITH DR. SUN.

A correspondent telegraphs to us that Mr. Tang Shao Yi, formerly Prime Minister of China, who has for the past two years or more retired from political life to his estate some distance beyond Macao, returned to Canton yesterday morning and in an interview with Dr. Sun Yat Sen he pledged his support and co-operation.

## N.Y.K. PASSENGER FARES REDUCED.

The Hongkong Office of the Nippon Yusen Kaisha advises us of the receipt of cable instructions from the Company's Head Office to the effect that commencing with the *Kamo Maru*, sailing from this port on 20th June next, the following reduced passage rates, against the present rates in Yen, will come into effect from Hongkong:—

To London	1st class	£100. 6. 0.
To London	2nd class	64. 0. 0.
To Marseilles	1st class	92. 0. 0.
To Marseilles	2nd class	60. 0. 0.
To Port Said	1st class	80. 0. 0.
To Port Said	2nd class	58. 0. 0.
To Colombo	1st class	35. 10. 0.
To Colombo	2nd class	25. 10. 0.
To Singapore	1st class	18. 0. 0.
To Singapore	2nd class	11. 0. 0.
To Singapore	Intermediate	8. 0. 0.
To Singapore	3rd class	5. 10. 0.

## A NEW ISLAND.

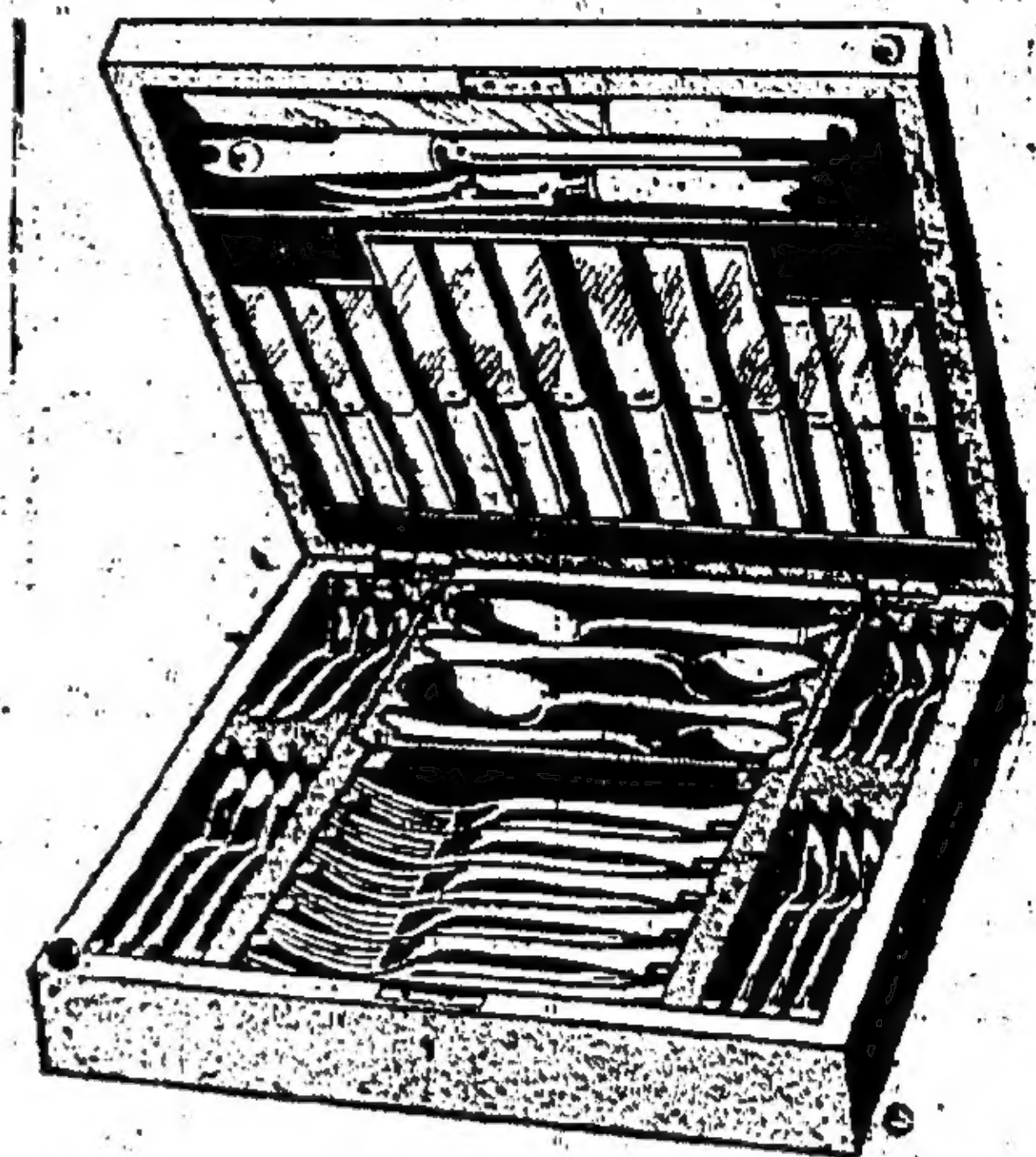
## THE FRENCH FLAG.

As the result of a volcanic eruption, says *Le Petit* of the 8th April, a circular island, 400 metres in diameter and 35 metres in height, has arisen in mid-ocean. The captain of the French hydrographic steamer *Astrolabe* has taken possession of it in the name of France. This island, situated near Paulo Cezer do Mar, is about 60 miles from Land.

## JOSEPH RODGER'S FAMOUS

## SHEFFIELD CUTLERY

## WITH MAPPIN &amp; WEBB'S PLATE.



## THE "IDEAL" CANTEEN.

Any size made to suit your requirements.

## HARDWARE DEPT.

## LANE, CRAWFORD, LTD.

## THE CATERING DEPARTMENT

OF

## CAFÉ WISEMAN

in replete with every requisite for carrying out orders for

MOTORING & WALKING PICNICS  
WEDDING RECEPTIONS, GARDEN PARTIES  
PRIVATE DINNERS, DANCE SUPPERS  
LAUNCH and YACHTING PICNICS.

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All wines provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.

## COLUMBIA

## REGAL

## RECORDS

\$1.00 EACH NET

SEND FOR NEW LIST

## ANDERSON'S

4, QUEEN'S BUILDINGS.

TEL. G. 1322.

**Powell**  
TELEPHONE G. 348.

## WHITE FOOTWEAR

## THE

## QUEEN

## ALEXANDRA

MADE FROM PURE LINEN CANVAS.

PRACTICAL

COMFORTABLE

DEFENDABLE.



## NEW ADVERTISEMENTS

## NOTICE

## HONGKONG CRICKET CLUB.

M. L. S. GREENHILL has Resumed the Hon. Secretaryship of the Club vice Mr. E. J. R. MITCHELL. [823]

## ROYAL HONGKONG YACHT CLUB.

MEMBERS are reminded that the BATHING SEASON commences on MAY 1st and continues to OCTOBER 31st. Members may introduce Bathing Members at the following Fees for the Season:—  
Single Tickets ..... \$15  
Family Tickets ..... 20  
(which include Children)  
Through Tramcar run from the Post Office approximately every 5 minutes from 4 p.m. to 10 p.m.  
By Order,  
D. L. RALPH,  
Hon. Secretary.  
Hongkong, 25th April, 1923. [824]

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SABDINIA."  
Arrived Hongkong on 9th May, 1923.  
From ANTWERP, LONDON, PORTSAID, ADEEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optimal Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.  
Goods not cleared within 5 days, including date of arrival will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.  
All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.  
No claims will be admitted after the goods have left the Godown.  
MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 8th May, 1923. [825]

## THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vaux Road. Telephone C. 4306.

BUYERS of USTON ICE.  
PEAK TRUCKWAYS.  
SINGAPORE COMPANIES.  
SELLERS of COLONIAL DISPENSARIES.  
HONGKONG CEMENTS.  
HONGKONG CONSTRUCTIONS.  
HONGKONG REALTIES. [807]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 14th day of May, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at Lo Lung Hang Valley in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOTS

No. of Lots	Boundary Measurements	Contents	Annual Rental	Upset Price
1.	2.	3.	4.	5.
1.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
2.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
3.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
4.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
5.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
6.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
7.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
8.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
9.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'
10.	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'	120' x 120' x 120' x 120'

## PARTICULARS

## VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee.

By PUBLIC AUCTION, IN ONE LOT.

On MONDAY, The 14th Day of May, 1923, at 3 o'clock P.M.

By Messrs. LAMBERT BROTHERS, Auctioneers.

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Easement ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 10th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors.

8, Des Vaux Road Central.

and Messrs. LAMBERT BROTHERS, Auctioneers.

[827]

## INTIMATIONS

## NOTICE

WE have been appointed AGENTS in CANTON for the PACIFIC MAIL STEAMSHIP COMPANY, as from the 30th of APRIL.  
HOLYOAK, MASSEY & CO., LTD.  
[812]

## NOTICE

WE have been appointed AGENTS in CANTON for the "ELLERMAN" LINE as from the 1st MAY.  
HOLYOAK, MASSEY & CO., LTD.  
[813]

## NOTICE

WE have THIS DAY Authorized Mr. WALTER SINCLAIR to Sign our Firm Per Procuration in HONGKONG and Mr. FRANCIS CHARLES HERB in CANTON.  
HOLYOAK, MASSEY & CO., LTD.  
[821]

## NOTICE

M. ARCHIBALD ORR LANG has been Admitted as a Partner of our Firm at Hongkong and Shanghai as from 1st APRIL, 1923.  
MACKINNON, MACKENZIE & CO.  
Hongkong, 8th May, 1923. [816]

## NOTICE

M. ARCHIBALD ORR LANG will continue to be Managing Director of this Company as heretofore.  
GIBB, LIVINGSTON & CO., LTD.  
Hongkong, 8th May, 1923. [817]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTIETH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.  
The TRANSFER BOOKS of the Society will be CLOSED from 11th May to 25th May, both days inclusive.  
By Order of the Board,  
PAUL LAUDER,  
Acting General Manager.  
Hongkong, 4th May, 1923. [798]

## BRITISH TRADERS' INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.  
The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.  
By Order of the Board,  
PAUL LAUDER,  
Acting General Manager.  
Hongkong, 4th May, 1923. [799]

## THE CHINA FIRE INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.20 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.  
The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.  
By Order of the Board,  
PAUL LAUDER,  
Acting General Manager.  
Hongkong, 4th May, 1923. [800]

## THE CANTON INSURANCE OFFICE, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY GENERAL MEETING of Shareholders, will be held at the Offices of the Undersigned on THURSDAY, the 10th MAY, 1923, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1922.  
The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 26th instant to the 10th May, 1923, both days inclusive.  
JARDINE, MATHESON & CO., LTD., General Agents.  
Hongkong, 10th April, 1923. [793]

## TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply to—

UNION INSURANCE SOCIETY OF CANTON, LTD. [169]

## TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—

PERCY SMITH, BETH & FLEMING. [852]

## INTIMATIONS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Definitive Certificate No. 5/22, 6856 dated 31st December, 1920, for 35 Shares numbered 24912 to 24946, 27936 to 27970, 32408 to 32442, 33843 to 33877, Provisional Certificate No. 37/788 dated 30th May, 1921, for 11 Shares, numbered 130943 to 130953, and Provisional Certificate No. 37/1045 for 1 Share numbered 131422 all registered in the name of Mr. Sir YEN SIKQUA are reported to have been destroyed by fire, and should these certificates not be produced to the Bank before the 15th day of May, 1923, New Certificates for the Shares will be issued and the aforesaid Definitive Certificate Nos. 5/22, 6856 and 37/788 and 37/1045 will be thereafter treated by this Corporation as Null and Void.  
By Order of the Board of Directors  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, 13th April, 1923. [706]

## HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

## NOTICE OF CALL.

ISSUE OF 95,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH (\$2.50 PAID UP).

NOTICE IS HEREBY GIVEN that the Second Call of \$2.50 per Share on Each of the 95,000 Shares allotted on the 8th day of November, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG & SHANGHAI BANKING CORPORATION, at Hongkong, on the 15th day of MAY, 1923.  
For and on behalf of the Company,  
HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.,  
F. J. EASTERBROOK,  
Acting Secretary.  
Dated the 24th day of April, 1923. [763]

## THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

(INCORPORATED UNDER THE HONGKONG COMPANIES ORDINANCES 1911-1921).

AUTHORISED CAPITAL.....\$750,000.

## DIRECTORS:

HENRY BIRKETT, of 10, Ice House Street, Hongkong (Partner in the Firm of Messrs. MOXON AND TAYLOR, Share and General Brokers), Chairman.

MAHOMED NEMAZEE of Prince's Building, Des Vaux Road Central, Hongkong, Merchant.

SUM PAK MING of THE RUSSO-ASIATIC BANK, Prince's Building, Des Vaux Road Central, Hongkong, Merchant.

OHAN LIM PAU, of 15, Peak Road, Hongkong, Merchant.

CHAU SIU KI of 8, Queen's Road West, Hongkong, Merchant.

ALBERT HENRY ROWE, General Manager, of TAN UNITED MOTOR CO., LTD., 32-5, Des Vaux Road Central, Hongkong, (Managing Director).

FRIEDRICH ELLIS, of Messrs. F. ELLIS & CO., 10, Ice House Street, Hongkong, Sharebrokers.

## BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION,

1, Des Vaux Road Central, Hongkong.

## AUDITORS:

Messrs. LOWE, BINGHAM & MATTHEWS, Chartered Bank Building, Hongkong.

## SOLICITORS:

Messrs. JOHNSON, STOKES & MASTER, Prince's Building, Hongkong.

## REGISTERED OFFICE:

Nos. 33-35, DES VAUX ROAD CENTRAL, HONGKONG.

## NOTICE IS HEREBY GIVEN

that the above named Company is issuing a Prospectus dated the 7th day of May, 1923 (a copy of which has been filed with the Registrar of Companies) inviting Subscriptions at \$10 for 49,000 Shares in the Company of \$10 each, payable as to \$2.50 on allotment and the balance by instalments not exceeding \$3.50 each as and when required. Of these 49,000 Shares have been underwritten.

The Subscription List will be Opened on THURSDAY, the 10th day of MAY, 1923, and will close on or before FRIDAY, the 11th day of MAY, 1923.

Copies of the full Prospectus and Form of Application can be obtained at the Office of the Company, or from the Company's Solicitors or Bankers.

This Notice is not to be regarded as an invitation to the public to subscribe for Shares and application will only be received on the footing of the full Prospectus and in the Form issued therewith.

Dated this 7th day of May, 1923. [814]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

ORINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

## CONSIGNEES

per Company's Steamer "CALCEAS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 8th May.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 29th May, or they will not be recognized.  
No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 8th May, 1923. [818]

## INTIMATION

## KRUSCHEN SALTS.

The much-talked-of "Kruschen feeling", the feeling that makes one jolly and energetic, able to meet everything with a happy, beaming smile. You can feel like that if you will only learn the Kruschen Habit of Health.

If you constantly feel run-down, tired and depressed, it is because your internal organs are not working as they should. Insufficient exercise, unsuitable diet and other causes have rendered the liver and kidneys inactive and allowed impurities to collect in your system.

The Kruschen habit counteracts these ill-effects of a busy life that cannot be avoided. Every morning you just drop into your first cup of tea enough Kruschen Salts to cover a 10 cent piece. It is tasteless taken that way, but it stimulates the liver and kidneys to natural activity, invigorates the entire system, sends clear, healthy blood streaming to every part of the body.

To be obtained at all Chemists.

## SOLE AGENTS &amp; DISTRIBUTORS:

## A. S. WATSON &amp; CO., LTD.

## THE HONGKONG DISPENSARY.

HONGKONG OFFICE: 104, DES VAUX RD., C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 10TH, 1923.

## THE WAR CLOUDS IN THE NORTH.

The possibilities of another war in the North between the Fengtien and Chihli factions continue to be much discussed.

"The exchange of pacificatory telegrams between the militarists goes on," but so does the rumble of transport carts carrying army supplies to the North-west," says one of the latest Peking papers to hand. Great masses of army carts have been moving through the city in the direction of Kupeikow and Jehol, and we read that "the main concern at the present moment is the completion of the artillery road to Jehol, to facilitate the movement of heavy guns and shell reserves." It was recently stated that the entire reserves at the Tschow Arsenal, amounting to 19,000,000 rounds of small-arm ammunition, had been moved to Jehol. Great attention is being given also to the aeroplane situation. A considerable number of planes have been moved away from Peking "evidently to make certain that no embargo is laid upon their use," and it is noted as a remarkable feature that, in spite of the financial stringency in Peking and the non-payment of nearly all salaries since December, the air service at Nanyuan has received regularly from the Ministry of Finance the \$40,000 a month needed for upkeep and pay. "Evidently, a powerful influence has been behind this," remarks a commentator. All leave for officers has been stopped and six divisions are now mobilised. A writer in the *Far Eastern Times* says a wide flanking movement to the Taonanfu districts is plainly contemplated by the Chihli forces, and 80,000 men are either in movement or under orders. It is added that the minimum cost of these preparations, which include the purchase of great food supplies, is \$25,000,000. To what extent these operations are influencing the price of silver,

the Banks doubtless know better than we do, but there are not wanting prophets who are predicting a substantial rise in dollar if hostilities do occur. Meanwhile we see in a Manchurian contemporary that there has been an "energetic purchase of large dollars and silver notes on the part of the Fengtien Provincial Bank," and the influence of this on the Mukden exchange market has alarmed operators on the Chinese exchange. Meanwhile frantic efforts are being made by the commercial organisations to secure the maintenance of peace, and although it has been semi-officially stated that delegates sent from Peking to interview General CHANG TAO LIH had succeeded in clearing away misunderstandings, REUTER'S correspondent at Peking has found that this assurance is discredited in "well-informed circles" where the statement is regarded as having been issued merely in order to try and allay public alarm. Whatever else may be said of the outlook we can well believe that if the conflict does not come soon, it will be postponed "indefinitely." By the middle of July, the rainy season and the kaoling crops, it is said, will make mass fighting impossible for the whole of the country. From Shanhaikwan northward, becomes one single field of giant millet from the first of July." However, the recent Note of the Chinese Foreign Office to the Legations requesting foreigners to keep away from the Jehol district "on account of the prevalence of bandits" is regarded in Peking, REUTER'S correspondent says, as a hint that war is likely in that region rather than an admission, from the Government, that it cannot suppress brigandage so near the capital. In all the circumstances we have described, if the next six weeks pass without a great clash of arms in the North it will be an agreeable surprise.

Mr. L. S. Greenhill has resumed the Hon. Secretaryship of the Hongkong Cricket Club, vice Mr. E. J. R. MITCHELL.

Major-General Sir J. S. Fowler, G.O.C., Lady Fowler and daughters left for Shanghai yesterday by the *President Lincoln*.

Our note on the Water Supply in yesterday's issue should have read that at Kowloon the storage is 118 million gallons against 93 million last year and the month's consumption 38 million gallons against 34 million last year.

A typhoon warning from the Manila Observatory at 9 a.m. yesterday stated: "Warning low pressure area extending from the China Sea to the Pacific across Northern Luzon and the Balintag Channel. A real typhoon may develop later."

An old man appeared before Mr. Lindsell at the Magistracy yesterday, on a charge preferred against him by Sergt. Lane of having a pair of scales which were seven per cent. against the public. "Deliberately swindling your customers apparently," was Mr. Lindsell's comment on the case. He imposed a fine of \$75.

We learn from the Asiatic News Agency that "Mr. Wong Wen Tien, commercial representative of Kiangsu, has sent in a petition to the Government suggesting that a couple of China's old warships be despatched to foreign waters in view of the fact that Chinese emigrants are frequently ill-treated by foreigners abroad, and also that Chinese products should be exhibited on the cruisers making them a floating fair from China."

On Wednesday night a Chinese rushed into the charge room at the Central Police Station and said there were robbers outside his house. A strong posse of police was sent with him to the address he gave, No. 25, Gago Street. It appears that the man had been informed that three visitors had called to see him on legitimate business. When the visitors knocked at the door it appeared that the householder without waiting to enquire further, climbed over the verandah into the next house and from there made his way to the Police Station and made the report.

In connection with the alleged conspiracy to pirate the Aberdeen ferry launch recently the four men, who were arrested in Connaught Road Central the morning after the police discovered the alleged plot, were yesterday morning brought before Mr. Lindsell. Sub-Inspector Pinotti said that he had had instructions from the Captain Superintendent of Police to withdraw the charge, owing to lack of evidence. The men were discharged. Immediately after they had left the Court the men were again rounded up by the police for the purpose of deportation.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## THE NORTHERN BANDIT OUTRAGE.

B. & S. REPRESENTATIVE IDENTIFIED.

SHANGHAI, May 9th.

Mr. and Mrs. Pratt were not among the captives.

The British representative of Messrs. Butterfield and Swire, mentioned earlier, is believed to be named Mao Donald.

TIENTSIN, May 9th.

Mr. Lowe, mentioned earlier, is a *hank* net merchant who was going to Shanghai for a few days, but whose Chinese creditors thought he was leaving for good.

UNITED SERVICE ASSOCIATION. READY FOR ACTION.

At an extraordinary general meeting of the United Services' Association a resolution was passed viewing with indignation the outrage perpetrated by the bandits on the Tientsin line, and assuring His Majesty's Minister of the Association's unqualified support in any steps that may be taken, no matter how drastic, to obtain the immediate release of the prisoners and to prevent a recurrence of such happenings. The resolution also suggested that in future trains should carry armed guards.

B.A.T. REPRESENTATIVE'S STIRRING STORY.

The Danish subject, Mr. Jacobsen, of the British-American Tobacco Company, who escaped on Monday, states that the bandits were not so much concerned with ransom as with the withdrawal of the soldiers from their neighbourhood. They released Mr. Jacobsen in order that he should proceed to Peking and present this demand to the Government.

After leaving the train, four of the bandits dragged him across a field. Here the passengers were all collected, and the party then made a forced march till daylight, covering 20 to 25 miles practically at the double, the bandits frequently beating the captives. Finally they reached the mountains. Late in the afternoon the captives were given water, but neither they nor the bandits had any food.

Fighting began between the soldiers and the bandits, during which Mr. Jacobsen started on his mission amidst a hail of bullets from both sides. Rushing down the hill he fell, and remained unconscious for some time. Regaining consciousness he found two bandits from another gang watching him. The bandits had been there for two hours, but finally one left. The other frequently prodded him with his rifle in order to arouse him while he was pretending "unconsciousness." Eventually the bandit turned his back, whereupon Mr. Jacobsen grabbed the rifle, threw it over a precipice and then tackled the bandit and pummelled him till he could not see. He then left the bandit, reached and crossed the plain and was met by some soldiers who escorted him to the Head Quarters of General Ho, the Military Commissioner.

CHINA TO PAY THE RANSOM. PEKING, May 8th. It is now confirmed that Mr. Rowlett is a prisoner, as also is the British representative of Messrs. Butterfield and Swire, whose name is uncertain.

It is understood that Mr. Pinger is most anxious regarding his elder son, who was last heard screaming in terror when separated from his father.



## CABLES.

LATEST CABLES.  
(THROUGH REUTER'S AGENCY.)BRITAIN AND THE SOVIET.  
ANOTHER BRITISH TRAWLER  
ARRESTED.

LONDON, May 9th.  
News has been received at Hull that a Russian gunboat has arrested the British trawler *Lord Astor* in the White Sea, for fishing within the twelve mile limit.

Three vessels were chased, but two escaped and reached Norway, from whence they called the news of the capture. The Foreign Office has been informed.

## EARLIER CABLES.

## STRONG NOTE TO RUSSIA.

A TEN DAYS' ULTIMATUM.

LONDON, May 9th.  
With a view to arriving at a definite conclusion as to whether the relations between the two Governments should any longer remain on an anomalous and unprecedented footing, the British Note to Russia demands a cessation of propaganda, notably the propaganda carried out from Persia and Afghanistan and also in India; the admission of liability for payment of compensation in the case of outrages against Britishers and British ships; and the withdrawal of the insulting note sent in reply to British protests against religious persecutions.

Failing satisfactory assurances as to these demands within ten days, Britain will conclude that the Soviets do not wish to maintain the existing relations, and Britain will consider herself freed from the obligations of the Trade Agreement.

The Note opens by referring to the repeated challenges thrown down with apparent deliberation by the Soviets. It declines to embark on an acrimonious controversy and is content to rely on communications between Soviet agents showing the recent vigorous resumption of propaganda. It says the Soviets cannot with impunity behave in such an arbitrary and intolerable manner towards British subjects, as it has done notably in the cases of the murder of Mr. Davidson in 1920, the false imprisonment of Mrs. Harding, the confiscation of British trawlers and the imprisonment of the crews.

Dealing with the executions of ecclesiastics, the Note disavows any intention of pronouncing upon the validity of the charges, but says the irrelevant and offensive references contained in Russia's reply to Britain's representations were the latest incident in a long series of studied affronts, suggesting that Britain will accept any insult rather than break with the Soviets.

The Note concludes that Britain would regret an abrupt termination of the experiment with a people with whom they have genuine ties of sympathy and an old alliance, but it is impossible to acquiesce in the continuance of treatment which is incompatible with national dignity and mutual respect.

REPARATIONS PROBLEM.  
ENTENTE IN DANGER.

GOVERNMENT REJECTS FRANCE'S "UNNECESSARY PRECIPITATION."

LONDON, May 9th.  
In the House of Commons, replying to a request for a statement with regard to the German Note, Mr. S. Baldwin said the Government was of opinion that as the Note was addressed to the principal Allies the best course would have been to return a concerted reply, especially as the Note was in response to a public, official suggestion by Marquis Curzon, and the Allies, not France and Belgium alone, were deeply concerned in the problem of reparations. There need have been no insuperable difficulty in drawing up a collective reply and reserving for separate treatment by France and Belgium, if desired, questions directly arising from the occupation of the Ruhr. The Government had reason to believe that some of the Allies shared these views, and were prepared to make proposals to this effect. The Government had already communicated this general idea to the Allies when it was officially informed that a Franco-Belgian reply had been drawn up, and the text was communicated to the Government on Saturday with the information that it would be presented to Germany twenty-four hours later. The Government regretted the unnecessary precipitancy of this step—(cheers)—also the loss of an opportunity for again testifying as to the solidarity of the Allied entente by a joint communication. The Government proposed to state its own views with regard to the German Note with the least possible delay. There was reason to believe that the Italian Government, whose attitude generally accorded with that of the British, contemplated a similar procedure. The British reply would be published as soon as it had been communicated to Germany.

In the House of Lords, replying to Lord Grey, Marquis Curzon made a statement identical with that of the British, contented with a similar procedure. The British reply would be published as soon as it had been communicated to Germany.

LATEST CABLES.  
IRISH REBEL'S APPEAL.  
QUESTION OF HOME SECRETARY'S CONTROL.

LONDON, May 9th.

The Court of Appeal has made the rule absolute for the Writ of *Habeas Corpus* applied for by Art O'Brien, on the ground that the Home Secretary is not empowered to order the internment of a person in the Free State since the establishment of the latter.

A difference of opinion apparently existed as to whether the Home Secretary continued to exercise control over O'Brien, and the question could not be properly disposed of unless the rule was made absolute. This will enable the Home Secretary to clarify his position.

## AMERICAN PROSPERITY.

## MR. HOOVER THINKS IT LIKELY TO CONTINUE.

NEW YORK, May 9th.

Mr. Hoover, at the opening of the Convention of the Chambers of Commerce of the United States said he was of the opinion that the present prosperity of the country could be made permanent if the businessmen of the nation exercised confidence and caution. The present business and wealth of the country did not bodeken the approach of hard times.

Mr. Julius Barnes, President of the Convention, estimated the wealth of the United States at three hundred billion dollars.

Mr. Fujiama, President of the Japanese Chambers of Commerce, predicted a continuance of Japan-American co-operation.

NEW DUTCH LOAN  
FOR PURPOSE OF CONSOLIDATING DEFICITS.

AMSTERDAM, May 8th.

A Bill has been introduced authorising the issue of a new East Indian Loan of 400,000,000 guilders, either in Holland or abroad, in such instalments as the circumstances dictate. The purpose of the new loan is the consolidating of the deficit of 5,000,000 guilders on the whole Budget of 1924, and the deficit of 281,000,000 guilders in 1922. The duration of the loan will be a maximum of forty years. The Government believes that further borrowing on behalf of the Colonies will be unnecessary.

LEVI LEITER ESTATE CASE.  
MARQUIS CURZON ALLIES HIMSELF WITH PETITION.

CHICAGO, May 9th.

Marquis Curzon, as guardian of his three daughters, has allied himself with the suit filed by the Countess of Suffolk, asking for an account of the management of the estate of Levi Leiter and the removal of Joseph Leiter and William Warr as trustees.

LOSS OF THE "OKARA."  
NO TRACE OF BOATS OR WRECKAGE.

RANGOON, May 8th.

The steamers *Angora*, *Takada* and *Elephantia* searched for hours in an endeavour to locate the *Okara*. They found no trace of boats or wreckage.

The crew of the *Okara* numbers 83, including eleven Europeans.

## MR. BONAR LAW'S HOLIDAY

GENEVA, May 8th.

Mr. Bonar Law has arrived and proceeded to Aix les Bains.

## EARLIER CABLES.

THE KOHAT OUTRAGE.  
FULL RETRIBUTION TO BE EXACTED.

PESHAWAR, May 8th.

The frontier authorities are taking all possible steps to exact full retribution for the Kohat tragedy, in which Mrs. Ellis was murdered. Following the destruction of the house of the gang responsible for the outrage, by an Afridi lashkar, the gang fled to the hills. The British Commissioner has summoned a meeting of the whole Afridi and Orakzai tribes at Fort Gulistan on May 12th.

LATEST CABLES.  
TRIAL OF KRUPP'S DIRECTORS.  
GERMAN INDIGNATION REGARDING SENTENCES.

BERLIN, May 9th.

The whole of the German Press and the public are indignant and horrified at the sentences passed on the Krupp colleagues, which even the Communist organ *Rote Fahne* describes as monstrous. All the newspapers agree that innocent German citizens are being punished merely to save the prestige of Premier Poincare. They state that the sentences are a political demonstration on the part of the French Government, and the general opinion is that they will most probably result in strengthening passive resistance in the Ruhr area and the determination of Germany to hold out to the end.

## EARLIER CABLES.

## HEAVY SENTENCES BY FRENCH COURT MARTIAL.

WERDEN, May 8th.

The French Court Martial has sentenced Herr Krupp von Bohlen to 15 years' imprisonment and a fine of one hundred million marks.

Cavalry and infantry blocked the streets leading to the court house towards the end of the trial. The prosecutor contended that Krupp was personally responsible for the events of March 31st, which were part of a secret conspiracy against the occupying troops. The well-known Swiss jurist, Moriaud, made an impassioned speech for the defence, and declared that the demonstration was no more than passive resistance, which was not a crime and not punishable.

The four absent directors were sentenced to terms varying from 10 to 20 years, plus fines of a hundred million to a hundred and fifty million marks. Muller, a member of the workers' council, was sentenced to six months' imprisonment. All the sentences coincided with the French prosecutor's demand.

[Herr Krupp von Bohlen, who is the head of Krupp works, was arrested because he insufficiently explained the serious shooting incident at Essen, on March 31st in which thirteen workmen were killed, and in which his responsibility was involved.]

## AN APPEAL TO BE LODGED.

The condemned directors are lodging an appeal. President Ebert has telegraphed expressing his horror at the sentences.

The verdict of guilty on the charge of conspiracy against the security of the French troops and disturbance of public order was unanimous except in the cases of Herr Krupp and Herr Bruhn, where the verdict was by 3 to 2.

THE ROYAL VISIT.  
WREATH FOR TOMB OF ITALIAN UNKNOWN SOLDIER.

ROME, May 8th.

Their Majesties King George and Queen Mary, together with Italian royals, went in procession to the Piazza Venezia, where they placed a wreath on the tomb of Italy's Unknown Soldier. The scene was most impressive. Their Majesties were given ovations everywhere by dense crowds. King George and Queen Mary also visited the Pantheon and the International Institute of Agriculture.

Nothing is known at the Quirinal as to the report that their Italian Majesties will visit London in September.

## MORE TROUBLE IN INDIA.

AMRITSAR, May 8th.

There has been a recrudescence of sporadic Hindu-Muslim rioting. Fifty Hindus were injured in an affray and two shops burned down to-day. The authorities speedily restored order and arrested eight Muslims. The town is terrorized and Hindu shops are closed.

## MOSCOW BANDIT TRAGEDY.

NEW YORK, May 8th.

A message from the Associated Press correspondent at Moscow states that Mr. Henry Sloggett, a member of the British Mission, has been seriously wounded as the result of shots fired by militia pursuing a burglar who boarded Mr. Sloggett's motorcar. The bandit was also wounded, and is unlikely to recover.

## PLAGUE IN EGYPT.

CAIRO, May 8th.

Forty-two cases of plague were reported yesterday, of which eighteen were discovered after death, mostly in Giza province.

LATEST CABLES.  
BANK OF ATHENS AFFAIRS.  
ALLIED AND TURKISH SUBJECTS TO OBTAIN DEPOSITS.

CONSTANTINOPLE, May 8th.

It is stated on good authority that the Government has decided to liquidate the affairs of the Bank of Athens. Allied and Turkish subjects will be allowed to obtain their deposits, but it is proposed to confiscate the property of fugitives.

## ALLIES TO DEMAND A FULL EXPLANATION.

LONDON, May 8th.

Advice from Lausanne state that the Allies have decided to officially protest against the action of the Turks in sealing the Constantinople branch of the Bank of Athens, and also to request a full explanation.

## EARLIER CABLES.

TURKISH COAL MEASURES.  
A BLOW TO BRITISH EXPORT TRADE.

CONSTANTINOPLE, May 8th.

A serious blow has been delivered to the British export coal trade by the latest Government decree, prohibiting operations for the supply of foreign coal from bonded depots to ships bunkering here, and not permitting transit trade. The Government has also decided to develop the production of the Heraclea and Zonguldak coal basins, and organise a combine of Turkish coal producers.

## COUNTY CRICKET.

## HOBBS COMPLETES A HUNDRED CENTURIES.

LONDON, May 8th.

Lancashire at Oxford beat Oxford by 107 runs. The Lancastrian Hallows in the first innings, compiled 117. Hall who had just returned from South Africa, took 6 wickets for 33 for Lancashire in the second innings of Oxford.

Notts beat Leicester by ten wickets, at Leicester. Surrey beat Somerset by ten runs, at Bath. Hobbs in Surrey's second innings knocked up 116, not out, completing a hundred centuries in first-class cricket. Only Dr. W. G. Grace, with 129 centuries, and T. Hayward, with 104, had hitherto achieved the feat.

Warwick beat Worcester at Birmingham by seven wickets. For Warwick, Howell in Worcester's innings took 6 wickets for 44 and Quiffe took 5 for 34.

At Swansea, Yorkshire beat Glamorgan by nine wickets. Bowling for Yorkshire, Macaulay in Glamorgan's first innings took 7 for 13, and Roy Kilner in their second innings took 8 for 26.

## AMATEUR GOLF CHAMPIONSHIP.

LONDON, May 8th.

At Deal in the amateur golf championship, after the sensational defeats yesterday, American prestige was sensibly restored to-day, when six Americans won and three lost. Nevertheless British confidence is rising with the return to form of Tolley, Holderness and other lesser-known players. Tolley, in beating the Liverpool player Graham played some of the best golf of the day. Holderness defeated Beavis Hindhead, by 5 and 4. The Americans defeated were Johnstone, Davison Herron and Hunter. The Britishers Michael Scott and Wethered have advanced to the third round.

## OBITUARY.

## MR. JOHN S. LUCAS, R.A.

LONDON, May 8th.

The death is announced of Mr. John Seymour Lucas, R.A., historical and portrait painter, at the age of 73 years.

## PROHIBITION NO AMERICAN TERRITORIAL WATERS.

## NEW REGULATIONS NEXT MONTH.

The Treasurer of the United States of America has issued the following notice relative to the bringing of liquors for beverage purposes within the United States or within American territorial waters:—

On April 30th, 1923, the Supreme Court of the United States of America rendered an opinion constraining the National Prohibition Act. The Supreme Court holds that it is unlawful for any vessel, either foreign or domestic, to bring any liquors for beverage purposes within the territorial waters of the United States. The Treasury Department is now preparing regulations for carrying this decision into effect. These regulations will be promulgated at an early date and will become effective on June 10th, 1923. On and after that date, all shipping, both foreign and domestic will be subject to such regulations, without further notice.

LATEST CABLES.  
FAR EASTERN CABLE NEWS.(THROUGH REUTER'S AGENCY.)  
(Continued from page 6.)

## CHINA'S FINANCE MINISTER RESIGNS.

## ANOTHER SHORTAGE OF FUNDS.

PEKING, May 9th.

Lin Ea Yuan (Minister of Finance) resigned this morning. It is unofficially reported that he has left for Tientsin. There were not sufficient funds in hand to meet the post dated cheque, due May 10th, for \$800,000, which was for the pay of the police and gendarmes. This general shortage of funds led to the resignation of the minister.

## FURTHER LOAN RUMOURS.

PEKING, May 9th.

It is semi-officially stated that a \$30,000,000 loan with the old Consortium is nearing completion. This loan will be secured by the salt surplus, but foreign quarters feel that the Linchang incident will postpone and possibly kill the loan prospects.

## PROMOTION FOR JAPANESE MINISTERS ABROAD.

TOKYO, May 9th.

The Minister to the Netherlands, Mr. Tateoka, and the Minister to Vienna, Mr. Honda, have been promoted to Ambassadors and transferred to Brazil and Turkey respectively.

## CHEAPER STEAMER FARES TO FAR EAST.

## ELLERMAN AND BUCKNELL LINES ANNOUNCE REDUCTIONS.

LONDON, May 8th.

The Ellerman and Bucknall Steamship Company has reduced its passage rates from Southampton to the Far East as follows:—

To Singapore.—First class £36 ("A" cabins) and £78 ("B"); second class £36 ("A") and £60 ("B").  
To Hongkong.—First class £22 ("A") and £44 ("B"); second class £22 ("A") and £36 ("B").  
To Shanghai.—First class £28 ("A") and £56 ("B"); second class £28 ("A") and £40 ("B").

To Kobe and Yokohama.—First class £102 ("A") and £204 ("B"); second class £51 ("A") and £102 ("B").  
The fares from Marseilles are £7 for first class and £4 for second class less than the above.

[The reductions approximate about 10 per cent.]

## THE SINGAPORE PROJECT.

## ATTACKED BY THE "MANCHESTER GUARDIAN."

LONDON, May 8th.

A further attack on the proposed naval base at Singapore is made by the *Manchester Guardian*, which declares: "We ought to wait till the last moment before undertaking this vast obligation, if only because the conditions of Naval warfare may be entirely changed within the next decade." It asks: "What risk will we run in leaving Singapore in its present state, compared with the risk of leaving our air defences in their present relative strength? Will not the other nations conclude if we hastily determine on this costly project that we hope for conquest or despair of peace?"

## CHINESE PREMIER REFUSED LEAVE.

PEKING, May 9th.

Only three members of the Cabinet attended the meeting yesterday. Afterwards the Premier asked for a month's sick leave, which the President refused to grant.

## JAPAN'S NEW MINISTER TO TO PEKING.

TOKYO, May 8th.

Mr. Yoshizawa has been appointed Minister to Peking.

## WEIHAIWEI RENDITION COMMISSION.

## DEPARTURE OF MR. GILES.

PEKING, May 8th.

Mr. Giles, who has departed for home on urgent private affairs, has been replaced by Mr. Fox as the senior British delegate on the Weihaiwei Commission.

## ALLEGED POLICE TORTURE AT SHANGHAI.

SHANGHAI, May 8th.

In connection with the case of Loh The Wah, who laid charges against two British police officers for having tortured him to extract a confession, the Chinese General Chamber of Commerce has communicated with Hsu Yuan, Foreign Commissioner at Shanghai, declaring that since the jury found that Loh The Wah's injuries were received while he was in the police station, the police station must assume responsibility, and requested Hsu Yuan to take up the matter with the Consular Body with a view to securing in future protection to Chinese detained on criminal charges at the police station.

THE SHANGHAI RACES.  
SHENKOLAND WINS THE CHAMPIONS.

The race for the Champion Sweepstakes was run off yesterday at Shanghai and resulted in a win for Mr. Day's Shenkoland (Mr. Brand up); Mr. Campton's Old Bill came in second and Messrs. Stitt and Stephen's Cock of Th' North third. The winning sweepstake numbers for the race, according to a Reuter's cable, were: 17317, 33153 and 28214.

## Results:—

1.—THE GREAT NORTHERN PLATE.—Seven furlongs.  
Mr. Liddell's Carlington (Mr. Liddell) 1  
Mrs. Wm. McBain's Kewiki (Mr. Dupree) 2  
Mr. and Mrs. A. V. White's White Knight (Mr. Moller) 3  
Time: 1min. 47.2-seconds.

2.—THE RUBICON PLATE.—One Mile and a Quarter.  
Mr. Durgor's Kashmir (Mr. Johnstone) 1  
Mr. Wm. McBain's Skyras (Mr. Knoll) 2  
Mr. Liddell's Woodcroft (Mr. Liddell) 3  
Time: 2mins. 40.2-seconds.

3.—THE PARI-MUTUEL STAKES.—One Mile and a half.  
Mr. John Peel's Peneatle (Mr. Johnstone) 1  
Mr. Nugget's Thomas & Mackay (Mr. Bremer) 2  
Capt. Bahnsen's Guldborg (Mr. Hill) 3  
Time: 3mins. 11.2-seconds.

4.—RACING STAKES.—No results to hand.

5.—THE YANGTZE CUP.—One Mile.  
Mr. John Peel's Silver Streak (Mr. Johnstone) 1  
Messrs. C. G. Mackie and G. H. Wright's Jet (Mr. Bremer) 2  
Mr. and Mrs. A. V. White's White Iris (Mr. Dupree) 3  
Time: 3mins. 04.4-seconds.

6.—THE FOXCROW CUP.—No results to hand.

7.—THE JOCKEY CUP.—No results to hand.

8.—THE AMOY CUP.—One Mile.  
Mr. We Two's Young Bill (Mr. Springfield) 1  
Mr. Durgor's Kashmir (Mr. Dupree) 2  
Messrs. Arnsbold and H. Sassoon's Roman Oracle (Mr. Hill) 3  
Time: 3mins. 05.2-seconds.

9.—THE CHAMPION SWEEPSTAKES.—One Mile and a Quarter.  
Mr. Day's Shenkoland (Mr. Brand) 1  
Mr. Campton's Old Bill (Mr. Bremer) 2  
Messrs. Stitt and Stephen's Cock of Th' North (Mr. Hill) 3  
Time: 3mins. 34-fs.

10.—THE SWATOW CUP.—Nine furlongs.  
Mr. Kenjoy's Bakari (Mr. Brand) 1  
Mr. Henry Morris's Wyndesford (Mr. Heard) 2  
Mr. Liddell's Sunghard (Mr. Hill) 3  
Time: 3mins. 25-seconds.

11.—THE NEWHAWK CUP.—Three Quarters of a Mile.  
Mr. Liddell's Woodcroft (Mr. Liddell) 1  
Mr. and Mrs. A. V. White's White Pine (Mr. Moller) 2  
Mr. and Mrs. McBain's Skyras (Mr. Dupree) 3  
Time: 1min. 30.4-seconds.

Messrs. Lalacene and Bauld's The Bard (Mr. Bard) ran second in this race but was disqualified for boring.

## CARTHAGE UNEARTHED.

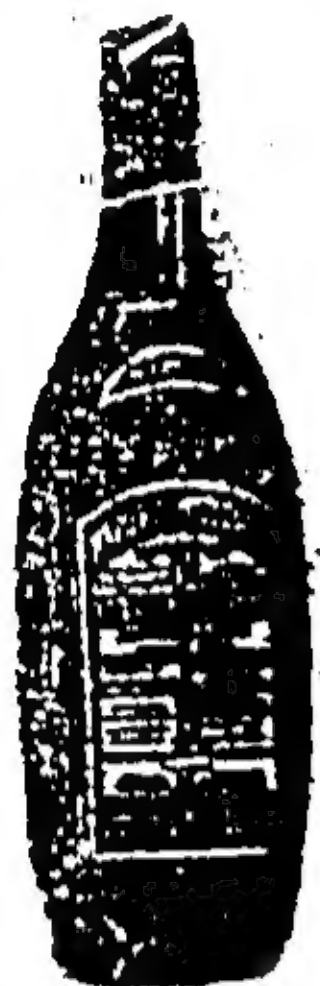
## SPLENDOURS OF AN ANCIENT CIVILISATION.

The special correspondent of *The Times* at Paris states that while Luxor and Pompeii are yielding the treasures of antiquity, the last splendours of ancient Carthage, thrice levelled to the ground, are now being explored by an American, who has unearthed 65 buildings containing fine stones and Punic emblems. The pottery quarter has yielded pottery specimens and ceramic furnaces almost intact. The most striking discoveries are "the fountain of a thousand vases" and a water-feeding reservoir, from which the Carthaginians drew fresh supplies of water which flowed down a corridor of vaulted arches, recalling the modes of building underground tombs, some of which were cut in solid rock 20 yards deep. Five statues have been found, reflecting the influences of Greek and Egyptian art. Two recumbent figures on the tops of stone coffins are Greek work, but the funerary modes are Egyptian inspiration. The theatre at Carthage yielded 50 statues, including five of Apollo. Roman villas with mosaic floors have been found. Since Carthage experienced successive inundations by different civilisations there are not only Punic remains to be sought. The ruins of Roman buildings stand on Punic sites, while the ruins of Christian churches are mute witnesses of a departed civilisation. The majority of the remains are early Christian. The Basilica of St. Cyprian has been uncovered with its bas-reliefs, capitals and pillars ornamented with figures of animals. The church appears to have been built from older pagan buildings.

## The Committee of German, French, British and Belgian Socialists, which has been meeting at Berlin, has drawn up its plan for solving the reparations problem. The proposals include: Reparations payments by Germany within her capacity; devastated areas of France and Belgium to be restored by Germany; France's security to be guaranteed by a Rhine-land treaty signed by all the leading powers; settlement of inter-Allied war debts; and the Ruhr to be evacuated.



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not seen one who, if there were no serious compli-  
cations, no matter how long the duration of the  
Asthma, could not be cured. ...."

THE GREATEST  
English Physicians  
have used and pre-  
scribed Dr. Hair's  
Asthma Cure, and  
Doctors are every-  
where prescribing  
it for their patients  
acknowledging its  
phenomenal success  
and sound princi-  
ples.

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ALLMAN, M.D., F.R.S.,  
L.D.S., Late President  
of the British Asso-  
ciation (the greatest  
Scientific Society in  
the World) wrote  
that suffering him-  
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Asthma Cure with  
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Sir MORRIS MACKENZIE, who said he knew  
many people benefited by Dr. Hair's Asthma  
Cure.

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others who have en-  
dorsed Dr. Hair's  
Treatment are the  
wife of the Captain  
to King Edward &  
Queen Victoria,  
Gen. H. S. Anderson,  
Gen. H. P. Sykes,  
Gen. J. P. Cope,  
Gen. W. H. Whitlock,  
Gen. G. Smart,  
Col. W. C. McDougall,  
Canon F. W. Wilkinson,  
Canon A. Atkinson,  
Lady Heytesbury,  
Lady J. A. Purvis,  
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Lady Sargent,  
Lady E. F. Miller,  
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Hon. Mrs. Edder,  
etc., etc.

Dr. Hair states in his Booklet that his successful treatment  
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NATIONALITY OF WIVES.  
POSITION ALTERED BY RECENT  
EVENTS.

A correspondent writes to *The Times* as follows:

By the law of this country as it stands to-day, a woman on her marriage com-  
pulsorily acquires the nationality of her  
husband. A British woman by the act of  
marriage with an alien loses her British  
nationality and assumes that of her hus-  
band. An alien woman, on marrying a  
British subject, acquires British nationality.

The history of the law on this subject is  
interesting. By the common law of Eng-  
land the nationality of a woman was not  
affected by her marriage. If a British wo-  
man married an alien she remained British.  
If an alien woman married a British sub-  
ject she remained an alien. In 1844 an Act  
was passed providing that an alien woman  
on marrying a British subject should be-  
come a British subject. There was no pro-  
vision in that Act for the loss of British  
nationality by a British woman upon mar-  
riage with an alien. Such a provision first  
occurs in the Naturalisation Act of 1870,  
and was continued in the Naturalisation  
Act of 1914.

The debates in Parliament on the dis-  
cussion of the Act of 1870 show that, at that  
time, apart from questions of rights of pro-  
perty, nationality was regarded largely as a  
matter of sentiment. Inasmuch as the Act  
of 1870 enabled an alien to hold land in this  
country, the loss of British nationality by a  
British woman on marriage with an alien  
was not regarded as a matter of serious  
importance. There was little or no indica-  
tion of opinion that the high privilege of  
British nationality should be carefully  
guarded for reasons wholly apart from  
property.

## NEW DIFFICULTIES.

The whole position has been profoundly  
altered by recent events. The world-wide  
war has brought to light the real  
significance of nationality, and the kindred  
topic of allegiance. Farther than that, the  
recognition of the rights and status of  
women has, in the last few years, undergone  
a great development. I need only point to  
the recent grant of the franchise to women,  
the recent legislation for equalizing the civil  
rights of men and women, and the modern  
views as to the rights and duties of women  
in the State. Grave objections to the  
existing law have emerged into prominence.

Take the case of the British woman who  
marries an alien. She loses all her civil  
rights as a British citizen, and the principle  
of equality of the sexes is violated. She  
loses the franchise. She loses her right to  
employment in the Civil Service, for by an  
Act of 1919 no alien can be a Civil servant.  
She loses her right to diplomatic protection  
by the British Government when abroad.  
Again, in time of war, she becomes sub-  
ject to many restrictions and humiliations  
consequent on being an alien; and, if married  
to an enemy alien, she is liable to lose her  
property.

Take the case of an alien woman who  
marries a British subject. She obtains all  
the privileges of British nationality without  
complying with any of the conditions as to  
residence, character, or otherwise which are  
required on naturalization. However  
undesirable she may prove, she cannot be  
deported as an undesirable alien. Moreover,  
in war time, she is not subject to any of the  
restrictions imposed on aliens. During the  
late war she could not be interned, unless  
under the exceptional conditions provided  
for by legislation 14th of the Defence of  
Realm Regulations. There were cases during  
the war in which German women, spies and  
other objectionable characters, went through  
a form of marriage with British subjects of  
small repute in order to carry on their  
activities undisturbed.

The case for an alteration of the law has  
been greatly strengthened by the passage  
of an Act in the United States on Sep-  
tember 22nd last (Public No. 343, 67th Congress),  
by which, on the one hand, a woman  
citizen of the United States does not  
automatically lose her United States  
nationality by marriage with an alien, and,  
on the other hand, an alien woman does  
not automatically acquire United States  
nationality by marriage with an American  
citizen. During the debates in the  
House of Representatives it was strongly  
urged that the introduction of woman  
suffrage had made it necessary that a  
woman's citizenship should be deter-  
mined by her own qualifications, and not  
by the qualifications of her husband.  
The opposition to the Bill was slight, and  
eventually it was carried by 206 votes to 9.

There are no doubt objections felt in  
some quarters in this country to the sug-  
gested alteration of the law founded on  
possible friction in the family, difficulties  
arising from the laws of foreign countries,  
and other reasons. But the alteration is  
supported by representatives of all parties  
in the House of Commons, and by all the  
organised women's societies throughout the  
country. The House of Commons on March  
5th approved the appointment of a Joint  
Select Committee of Lords and Commons to  
investigate the subject.

## A SONG OF 'SIXPENCE.

AN ANGRY FATHER AND HIS HONEST SON.

A twelve-years-old boy was last month  
a patient in a London hospital recovering  
from an operation which was preceded  
by a thrashing administered by his  
father. The boy considers that he was  
the victor in a thoroughly unequal con-  
test, and is waiting for the day of com-  
plete recovery when he will be able to  
heap coals of fire on the head of his  
incredulous parent.

The boy's father had given him 6d.  
to go out and fetch a packet of cigarettes.  
The boy returned, said that on the way to  
the shop his bootlace came undone, he  
put the sixpence between his teeth and  
began to tug at it. A boy came up and  
kicked him—and he swallowed the coin.

The father, after a brief consultation  
with a chemist, decided that the boy must  
either have lost or spent the sixpence,  
and have told a lie to cover up the fact.  
He dealt with him after the fashion of  
fathers who have sons in need of refor-  
mation.

On the next day the boy persisted in  
his story. His mother was worried and  
took him to the hospital. An X-ray  
showed that he had been telling the truth,  
showed the location of the coin, and made  
its extraction possible.

The boy, when recovering from his  
operation, was given the adventuresome coin  
which he treasures, declaring triumphantly:  
"Dad ought to take back that hiding he  
gave me. I'll be able to buy his  
cigarettes after all."

Mrs. Riddick Tells  
How Cuticura Healed  
Hands and Face

"I contracted a skin trouble of the  
hands and face which took the form  
of redness. It spread  
rapidly to various parts  
of my arms and neck,  
and the rash became so  
bad that I found it al-  
most impossible to get  
a decent night's sleep.  
The irritation was so  
vere, and I was unable to carry out  
my household duties.  
My brother advised me to try  
Cuticura Soap and Ointment. The  
relief I felt after the first application  
was marvelous. I continued using  
them and now I am healed." (Signed)  
Mrs. J. J. Riddick, 8, Webb Lane,  
Hall St., Stockport, Eng.

These fragrant emollients are all  
you need for all toilet purposes. Soap  
to cleanse, Ointment to heal.

See Dr. Ointment in 3d. and 2d. Ed. Sold  
everywhere. Cuticura Soap and Ointment  
are made by J. C. Cuticura, Inc., 117, Charles-  
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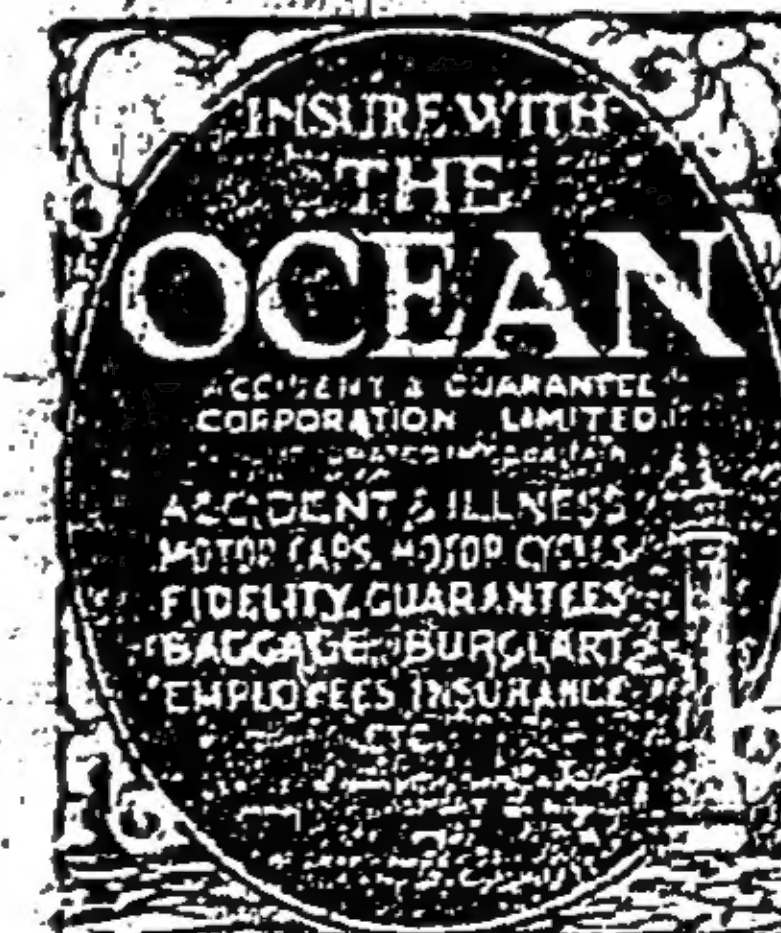
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than any other preparation  
ever devised. Zam-Buk ex-  
terminates the germs of skin  
disease and makes a cut, wound  
or sore, secrete against further  
infection. In addition to its  
remarkable antiseptic prop-  
erties, Zam-Buk grows new  
skin as by magic.

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rich and potent herbal extracts,  
Zam-Buk is Free from All Animal  
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salve can compare with Zam-Buk.  
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ulcers, piles, abscesses, bad legs, boils,  
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Prof. S. V. Allyn, Kuvukonda, S. I. writes: "The M. Ring is showing me wonders. I found many of my lost things through your ring. I am unable to describe its magical effects. It is a wonderful one."

Shastri & Co., Mesmerism Institution, Ougole, write: "The M. Ring, that you sent, is working on very well. By that we are able to make prophecies, and get always correct and exact answers."

The President, W. S. A. for Spiritual Research, Chicago, U.S.A., says: "I am very much pleased to see your M. Ring. It is really wonderful."

## The Opinion of an Eminent Veteran Army Surgeon.

V. D. Arav, Esq., G.M.V.C., VETERAN ARMY SURGEON, Tunj, S.I. writes: "Your kind parcel of the Mesmerism Ring duly to hand I am very much pleased with it, and have found every thing quite true to your advertisement. Kindly send one Ring more."

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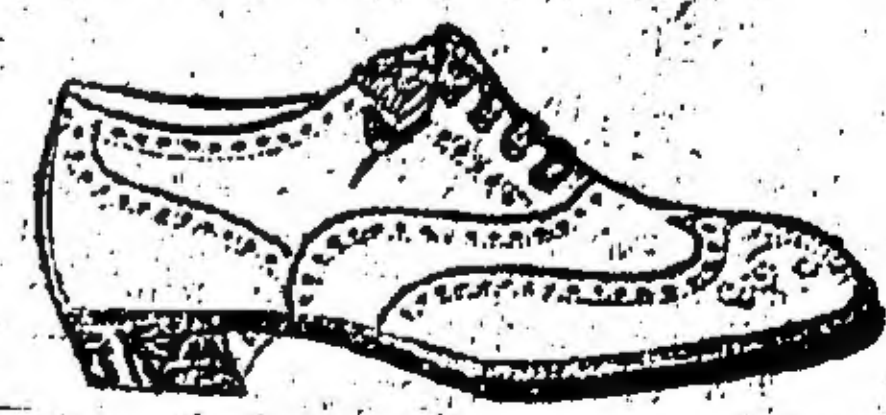
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Steamers	Tonnage, d.w.	Arrival
*Emil Kirdorf	9,000 tons	Middle of June
*Schoor	12,300 tons	Beginning of July
*Albert Vogler	9,000 tons	—
*Carl Legien	9,000 tons	—

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Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer	9,000 tons	10th June
*Emil Kirdorf	9,000 tons	calling at Manila.
*Schoor	12,300 tons	Middle of July
*Albert Vogler	9,000 tons	Beginning of August
*Carl Legien	9,000 tons	—

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## SHIPPING AND THE EMPIRE

TYPES OF SHIPS AND THEIR IMPERIAL TRADE ACTIVITIES.

### III.

(BY COMMANDER H. RUNDLE, R.N.)

"These articles do not aim at being anything more than elementary. Their object is to interest the public in what may be described as the keystone of our Imperial structure—Shipping—and to show that our trade cannot be considered to be flourishing if a large portion of merchant tonnage is idle and if ships which are employed have not full cargoes."

Geography, if taught in the light of commerce and shipping, becomes a delightful subject. The romance of the sea then colours what might otherwise be a dull subject—or what, at least, is unfortunately so regarded by many of the young. Bring in the sea and all is changed. Take children down to the docks and show them the various types of vessels; tell them the kind of cargoes they bring home; describe the countries from which the cargoes have come. In short, paint pictures in place of presenting dry and uninteresting facts. Then will come a realisation of what the sea and commerce mean to ourselves and to our Empire. Viewed from this standpoint the British Empire Exhibition at Wembley next year may be described as a vast Imperial school.

The management of shipping is a highly specialised business. Ships, in order to run their way, must be designed to meet the conditions of the localities in which it is proposed that they should trade. Considerations of size, of equipment, of speed, and many other factors vary according to the locality or trade route on which a vessel is employed. A steamer designed, for instance, for work in the tropics, differs in construction from one whose voyages are mainly confined to the North Atlantic. The dimensions of the docks and depth of water in the various harbours of the world are a governing factor in the size of vessels trading to them. Speed, too, is a question that must be studied, mainly from the economical point of view. Finally, a vessel may be intended primarily for a particular trade—frozen meat, fruit, oil, for instance. Such vessels, of course, differ radically from those which compete for general cargoes or cargoes in bulk.

#### CLASSIFICATION.

Merchant shipping has, therefore, come to be divided into four distinct types. There are, of course, variants of these types, but broadly speaking a merchant vessel may be classified as either a passenger steamer, an intermediate steamer, a cargo liner or a tramp. As models of vessels belonging to all these types will be shown at the British Empire Exhibition, it is of interest to describe their main characteristics in a non-technical manner.

We are justly proud of our great passenger liners. On the other hand, it seems that, owing to their doings, their appointments and their magnificent freight being what in journalistic circles is described as "good copy," the public has become somewhat obsessed with this type to the neglect of the less showy but perhaps more useful other types. In saying this no reflection is intended on the companies that specialise in these types—the White Star and the Cunard. In building them they cater for a special purpose, in which luxury and speed are essential. It is well known that the fact that it is the smaller passenger liners and the intermediate liners which form the links of Empire as far as the carrying of human freight is concerned.

In this connection certain companies have had Imperial associations extending over a long period. There are, to mention a few, the Peninsular and Oriental, whose ships will always be associated with India; the Aberdeen Line, so intimately connected with the history of Australia; and the Union Castle, a household word in South Africa. The fleet of the first named and its allied company, the British India, includes passenger liners, intermediate steamers and cargo liners; the Aberdeen Line is intermediate in character, whilst the Union Castle is of similar constitution to the P. and O. Another well-known company, the Royal Mail, has been associated with the West Indies for nearly ninety years, having received its Royal Charter in 1839, or one year earlier than the P. and O. Company.

In speaking of links of Empire reference must also be made to that great Canadian concern, the Canadian Pacific Railway Company, whose line steamers not only bridge the Atlantic, but form an extension to the Western terminus of the great trans-continental railway as far as Hongkong. This Company has recently acquired the fleet of the Allan Line, which, for nearly a century, had been closely identified with the development of Canada. The C.P.R.'s concern consists of 30 vessels, linking Canada with Europe, Asia, the Orient and Australasia.

#### INTERCOURSE IN PERSON AND BY LETTER.

It is the mail and passenger steamers of the above mentioned Companies and others, which maintain the flow of correspondence and of human beings between the various parts of the Empire. Mail subsidies and full passenger lists provide the means by which such vessels may be run at a profit. Cargo is but incidental.

Intermediate steamers, on the other hand, although they also carry passengers, rely mainly on the freight obtainable from cargo as the means of profit. The advantage to the shipper—of perishable goods especially—of a line of steamers which runs to schedule with almost the punctuality of railway trains, is obvious. If, added to this, the speed of transit is fairly high, there is the advantage of getting the goods on the overseas markets in ample time and in good condition.

The number of Companies that work this type of vessel is large, and generally speaking it may be said that they have built up a regular clientele. Some of course, carry to this country particular cargoes for which their vessels are specially fitted, as for example, frozen meat and fruit, whilst on the outward voyage, they, in common with others, convey manufactured goods.

Cargo liners also run to schedule, but as the term suggests, their work is practically entirely devoted to cargo carrying. These vessels are analogous to the fast goods trains of the railway world. Like the intermediate steamers, some of them are devoted to special trades on the homeward voyage. Their regularity also appeals to shippers, although their average speed is generally less than that of the intermediate steamers.

It will be appreciated from what has been said that the profitable working of both intermediate steamers and cargo liners depends, to a very great extent, on a regular amount of cargo being available at the ports of call. The business organisation necessary to ensure full holds must be of a very high standard. Discharging a portion of their cargoes at each of the outward ports of call, they fill up again on the homeward journey, to discharge finally at one or more of the home terminals.

Excluding grain, sugar and other foodstuffs which are carried in bulk, it is the intermediate steamers and the cargo liners that bring to us necessities from all over the Empire—bacon from Canada, beef from Australia, mutton from New Zealand, butter and cheese from New Zealand and Australia, tea from India and Ceylon, fruit from South Africa and the West Indies, and so on.

To the Dominions and the Colonies they carry the products of our factories. Their activities are, therefore, truly Imperial, as they make possible that exchange which is the basis of all trade. That they will benefit by the increased inter-Imperial trade which the British Empire Exhibition will secure is obvious.

There now remains to be considered the type of vessel that tramps the oceans of the world in search of cargoes—the tramp steamers.

## THE KING'S CHAPLAIN ON AMERICANS

KINDLY EYES AND WARD CHINS.

The King's chaplain, the Dean of Windsor, the Very Rev. Albert Victor Baillie, recently ended a picturesque lecturing tour of the United States by presenting the Press with a vivid character sketch of the American nation.

"It is a land," he said, "of violent contrasts. Nowhere else is there a class so unblushingly given to the worship of Mammon. But in no other land have I found so many men wholeheartedly sacrificing opportunities of wealth and power to serve their country and fellow-men without reward or recognition."

"Nowhere else is there such blatant vulgarity, yet no other country has such exquisite, elaborate refinement. No country has such brutal lawlessness, such tender, affectionate home life, such arrogant conceit, and at the same time such shrewd, almost cynical, insight."

"His personality is very real to me," added the Dean. "The predominant feature is kindness. In my mind, the American face, which has formed itself out of countless faces I've watched, has always kindly eyes. The mouth is sometimes hard, the chin sometimes tells of almost ruthless pushing through to success. But the eyes are kind, and this kindness is reflected in endless courtesies of which American social life is full."

#### DEBTS OWING TO BRITAIN.

In the House of Commons on March 28th, Major Boyd-Carpenter (Financial Secretary to the Treasury) informed Mr. Jowett that the amount of the loans owed by foreign Governments to this country on account of war loans and loans for relief and reconstruction on March 31st, 1923, was £2,017,218,233. As regards the greater part of the debt, interest had been added to capital and additional bonds obtained. Apart from Russia (including America) no Government had actually defaulted, though correspondence was proceeding with Serbia and Poland as regards delivery of bonds.

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## INDO-CHINA

STRAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
RAIPHONG via HOIHOW	"MINGSANG"	Friday, 11th May, 10 a.m.
TIENHSIN	"CHIEHSING"	Friday, 11th May, Noon
MANILA	"CHONGSANG"	Friday, 11th May, 3 p.m.
BANGKOK via SWATOW	"KWAISANG"	Monday, 14th May, Noon
SPRATTS & CALUTTA	"NAMSANG"	Monday, 14th May, 3 p.m.
SHANGHAI via SWATOW	"TUNGSHING"	Tuesday, 15th May, Noon
SHANGHAI via SWATOW	"TUNGSHING"	Tuesday, 15th May, Noon
Kobe via MOJI	"FOOKSANG"	Tuesday, 22nd May, Noon
Kobe via MOJI	"LAHSANG"	Friday, 25th May, 7 a.m.
SANDAKAN	"HINSANG"	Saturday, 26th May, 2 p.m.
SPRATTS & CALUTTA	"HOSANG"	Wednesday, 30th May, 3 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Pondicherry, and other ports on the East Coast of India. All steamers have excellent passenger accommodation, and are fitted with wireless telegraphy.

MANILA LINE—A weekly service between Manila and Hongkong, with sailings from Hongkong every Friday. All steamers have excellent passenger accommodation, and are fitted with wireless telegraphy.

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SHANGHAI LINE—A weekly service between Hongkong and Shanghai, with sailings from Hongkong every Friday. All steamers have excellent passenger accommodation, and are fitted with wireless telegraphy.

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"GLEN GARRY"	19th May	"GLEN GARRY"	17th May	Rotterdam and Hamburg
"GLEN LAD"	4th June	"GLEN LAD"	25th May	Genua, London, Rotterdam and Hamburg
"GLEN LIFER"	18th June	"GLEN LIFER"	18th June	Genua, London, Rotterdam and Hamburg
"CARNARVONSHIRE"	2nd July	"GLENAMOX"	1st June	London, Rotterdam and Hamburg

Movements are subject to change without notice.

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The Glen Line, Ltd., AGENTS.

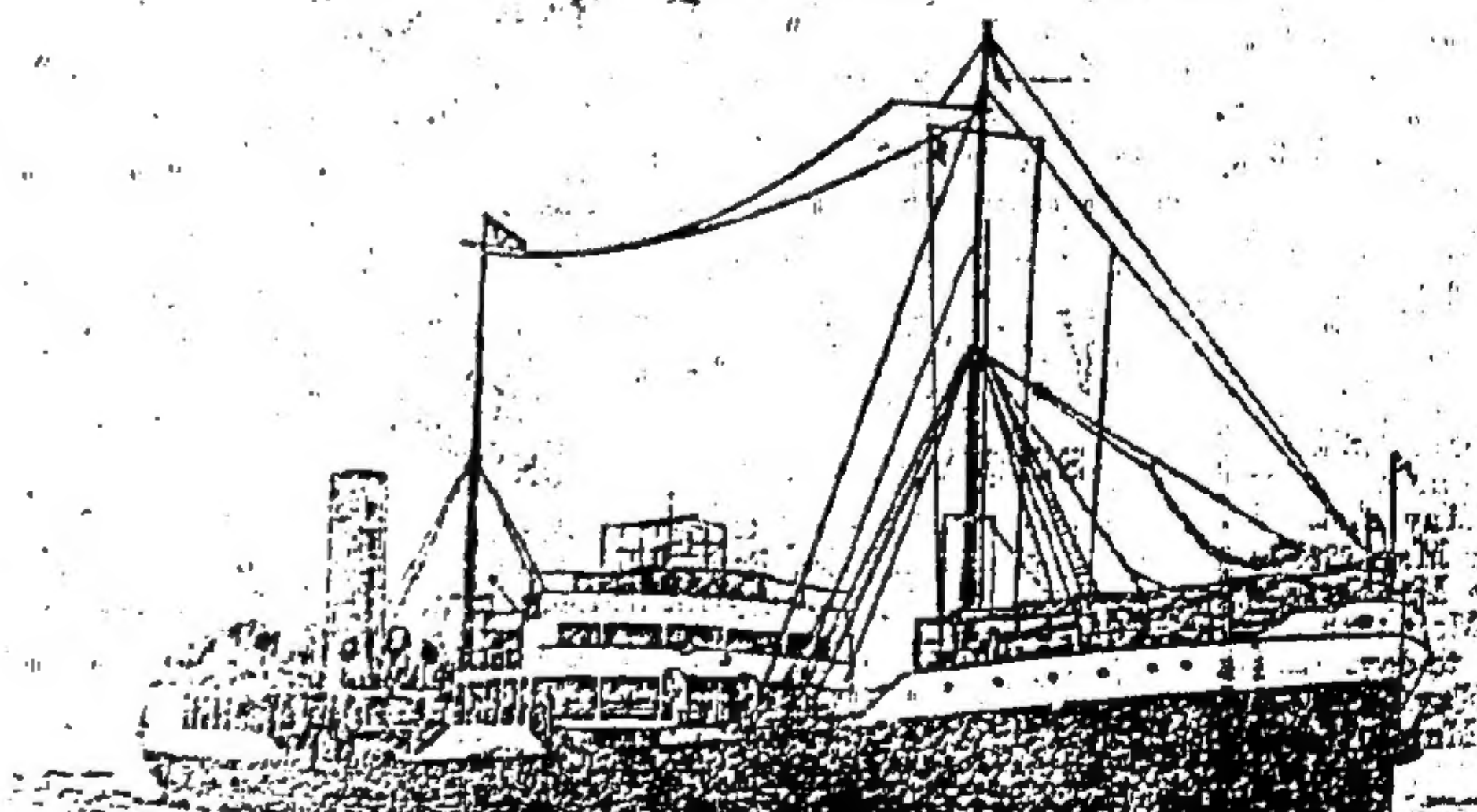
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## SHIPPING NEWS

## ARRIVALS.

May 8th.  
*Hotin*, Chinese str., 1,829 tons, Capt. N. Shintaku, from Daien, with a general cargo.—Shun Tai & Co.  
*Krangles*, Chinese str., 1,468 tons, Capt. C. Stewart, from Shanghai, with a general cargo.—C.M.S.N. Co.  
*Toyotomi Maru*, Japanese str., 1,409 tons, Capt. G. Yoshinaka, from Bangkok, with a general cargo.—Y.K.K.

May 9th.  
*Banien Maru*, Japanese str., 2,336 tons, Capt. K. Morita, from Surabaya and Saigon, with a general cargo.—Nanyo Yusen Kaisha.  
*Haifong*, British str., 1,148 tons, Capt. Ellis Walker, from Swatow, with a general cargo.—D. L. & Co.  
*Hakodate Maru*, Japanese str., 3,353 tons, Capt. U. Aoki, from Moji, with a general cargo.—N.Y.K.

*Hakozaki Maru*, Japanese str., 6,310 tons, Capt. R. Shimidzu, from Shanghai, with a general cargo.—N.Y.K.  
*Hop Sang*, British str., 1,238 tons, Capt. J. Campbell, from Shanghai and Swatow, with a general cargo.—J.M. & Co.  
*Hsinwah*, Chinese str., from Canton.

*Hydrangea*, British str., 561 tons, Capt. W. J. Colman, R.N.R., from Saigon, with a general cargo.—Chiu On S.S. Co.

*Kaiyo Maru*, Japanese str., 2,015 tons, Capt. T. Motobagi, from Keelung and Amoy, with a general cargo.—O.S.K.

*Newchuan*, British str., 1,501 tons, Capt. I. Smith, from Saigon, with rice.—B. & S.

*Peking*, Chinese str., 234 tons, Capt. Ho Kam Hee, from K. C. Wan, with a general cargo.—Chau Tung & Co.

*Protea*, British str., 6,118 tons, Capt. J. L. Smith, from Cebu, with a general cargo.—B. & S.

*Sardinia*, British str., 4,106 tons, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

*Sungshan Maru*, Japanese str., 1,502 tons, Capt. G. Kawamura, from Shanghai, with a general cargo.—N.Y.K.

*Szechuan*, British str., from Canton.

## CLEARANCES.

May 8th.  
*Alceus*, for Manila.  
*Banges Maru*, for Takao.  
*Haifong*, for Canton.  
*Jade*, for Haiphong.  
*Kaiyo Maru*, for Pakhoi.  
*Kango Maru*, for Shanghai.  
*Lushan Maru*, for Swatow.  
*Mao Sang*, for Sundakan.  
*Nam Wah*, for Canton.  
*Outerkerk*, for Shanghai.  
*Pakhoi*, for Amoy.  
*Pongtung*, for Canton.  
*Taipei*, for Saigon.  
*Szechuan*, for Amoy.  
*Yunnan*, for Hoihow.

## PASSENGERS.

ARRIVALS.  
 Per s.s. *Haifong*, on May 9th:—Mr. J. E. England, Mr. J. H. Gindner.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Akita Maru* (Bomby Bay) left Moji for Hongkong on May 9th, and is expected here on May 14th.

The M.M. s.s. *Portia*, which sailed from Hongkong on April 4th, arrived at Matsuyama on May 8th.

The R.M.S. *Empress of Russia*, from Hongkong on April 19th, arrived at Vancouver on May 7th.

## VESSELS EXPECTED.

*Akita Maru* (N.Y.K.), due May 25th.  
*Angers* (M.M.), due May 22nd.  
*Awa Maru* (N.Y.K.), due June 9th.  
*Cordillera* (M.M.), due May 21st.  
*Dionis* (Blue Funnel), due May 23rd.  
*Empress of Canada*, due May 20th.  
*Genoa Maru* (N.Y.K.), due May 16th.  
*Iyo Maru* (N.Y.K.), due May 15th.  
*Katori Maru* (N.Y.K.), due May 21st.  
*Muroto Maru* (N.Y.K.), due May 27th.  
*Myrmidon* (Blue Funnel), due May 14th.  
*Phenix* (Blue Funnel), due May 17th.  
*Tajima Maru* (N.Y.K.), due to-day.  
*Tango Maru* (N.Y.K.), due May 10th.  
*Teitoku* (Blue Funnel), due May 31st.

## WEST-BOUND "EMPRESS" LINES

## TO CALL AT HONOLULU.

Cable advice has been received by the Yokohama office of the Canadian Pacific Steamships, Ltd., that from November to March the *Empress of Russia* and the *Empress of Asia* will call at Honolulu on the westbound voyage from Vancouver to Yokohama. The first call at Honolulu under the new schedule will be that of the *Empress of Asia*, leaving Vancouver November 28th this year, thus inaugurating a monthly call at Honolulu during the winter months. This variation in route will be made on the westbound voyage only. On the eastbound trip the direct route from Yokohama to Vancouver will be followed as usual.

## WEATHER REPORT.

May 9th at 11.15.—Varying to Hongkong, Coast Ports, &c.—Depression or typhoon forming in Lat. 13 deg. N. Long. 110 deg. E. position uncertain.

May 9th at 10.52.—Pressure has decreased moderately at Shanghai and slightly over N. Annam and Luzon. It has increased moderately over the Loochoos and is nearly stationary from Formosa to Hongkong. A depression is shown over N. China and a trough of low pressure extends from Coshin China to the east of N. Luzon. A typhoon may be forming to the S.W. of Manila. Hongkong rainfall for the 24 hours ending at 10 a.m., 9th May, 0.01 inch. Total since January 1st, 10.41 inches, against an average of 13.98 inches.

The forecast for the 24 hours ending at noon, 10th May, is as follows:—

Hongkong to Gap Rock N.E. winds, moderate; time to cloudy.

Formosa Channel ... The same as No. 1.

South coast of China between the same as Hongkong and Loochoos ... No. 1.

South coast of China between the same as Hongkong and Hainan ... No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 9th.		Previous Day		Date		Date	
Barometer	at 2 p.m.	at 2 p.m.	at 2 p.m.	at 2 p.m.	at 2 p.m.	at 2 p.m.	at 2 p.m.
29.73	29.73	29.73	29.73	29.73	29.73	29.73	29.73
Temperature	83	83	83	83	83	83	83
Humidity	42	42	42	42	42	42	42
Wind Direction	E	E	E	E	E	E	E
Force	3	3	3	3	3	3	3
Rain	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Highest open-air temperature on 8th ... 85

Lowest open-air temperature on 8th ... 68

## HONGKONG TIDE TABLE.

From May 10th to 16th, 1923.

High Water		Low Water	
Days of Week	Days of Month	Days of Week	Days of Month
Thurs.	10	Thurs.	10
Fri.	11	Fri.	11
Sat.	12	Sat.	12
Sun.	13	Sun.	13
Mon.	14	Mon.	14
Tues.	15	Tues.	15
Wed.	16	Wed.	16

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NEW YORK & BOSTON	Eastern Prince	Brit.	Princes Line	About 18th May
BOSTON & NEW YORK via SWITZ	Eurylochus	Brit.	The Bank Line, Limited	On 15th May
SAN FRANCISCO	West Chopaka	Am.	Struthers & Barry	On 17th May
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 17th May
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, &c.	Iro Maru	Jap.	Nippon Yusen Kaisha	On 19th May
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Osaka Shosen Kaisha	On 18th May
VANCOUVER via SHANGHAI & JAPAN, &c.	Argonaut	Brit.	Butterfield & Swire	On 15th May
MARSEILLES, LONDON & ANTWERP	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 2nd June
MARSEILLES, LONDON & ANTWERP	Kasagar	Brit.	P. & O. S. S. A. L.	On 18th May, 4 p.m.
MARSEILLES, LONDON & ANTWERP	Andre Labou...	Frenc.	Messageries Maritimes	On 14th May
MARSEILLES, LONDON & ANTWERP	Amboise	Frenc.	Messageries Maritimes	On 14th May
MARSEILLES, LONDON & ANTWERP	Cordillere	Frenc.	Messageries Maritimes	On 13th June
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Hakosaki Maru	Jap.	Nippon Yusen Kaisha	On 10th May, 11 a.m.
MARSEILLES, LONDON & ROTTERDAM	City of Florence	Brit.	The Bank Line, Ltd.	On 10th May
MARSEILLES, OLYMPIA, LIVERPOOL & GLASGOW	Meriones	Brit.	Butterfield & Swire	On 10th May
LONDON, HULL, ROTTERDAM & HAMBURG...	Persu...	Brit.	Butterfield & Swire	On 14th May
LONDON, HAMBURG, ROTTERDAM & ANTWERP	Amson Maru	Jap.	Osaka Shosen Kaisha	On 13th May
LONDON, & ROTTERDAM	Glenora	Brit.	Jardine, Matheson & Co., Ltd	On 17th May
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Oostkerk	Brit.	Jawa-China-Japan-Lijn	On 18th May
ANTWERP, ROTTERDAM & HAMBURG	A l'Il von Bayer	Dut.	Winter Broekmans & Co.	About 10th June
HAVRE, ANTWERP & DUNKERK	Meinam	Frenc.	Messageries Maritimes	About 30th May
HAVRE, ANTWERP & DUNKERK	Le St. Louis	Frenc.	Messageries Maritimes	On 14th May
BOMBAY & CALCUTTA, COLOMBO	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 10th May
STRAITS & CALCUTTA	Namang	Brit.	Jardine, Matheson & Co., Ltd.	On 14th May, 3 p.m.
SINGAPORE, PANAMA, COLOMBO & BOMBAY	Sudan	Brit.	P. & O. S. S. A. L.	On 5th June
SINGAPORE, PANAMA, DELHI	Van Cloon	Dut.	Jawa-China-Japan-Lijn	On 12th May
BRINDISI, YOKOHA & YAMATO	Nippon	Brit.	Doddwell & Co., Ltd.	On 5th June
HOIHOW via SINGAPORE	Chinba	Brit.	Butterfield & Swire	On 17th May, 11 a.m.
HAIPHONG via HAIPHONG & PAKHOI	Taiwan Maru	Jap.	Yamashita Kisen Kaisha	About
KEELUNG via SWATOW & AMOI	Huwei Maru	Brit.	Yamashita Kisen Kaisha	About
SANAKAN	Hinang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th May, 2 p.m.
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 2nd May
AUSTRALIAN PORTS	Eastern	Brit.	P. & O. S. S. A. L.	On 2nd June
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 22nd May
SHANGHAI via SWATOW	Ting-sheng	Brit.	Jardine, Matheson & Co., Ltd.	On 15th May, Noon
SHANGHAI & SWATOW	Osaka Maru	Jap.	Nippon Yusen Kaisha	On 10th May
SHANGHAI & TAIWANG	Sardinia	Brit.	P. & O. S. S. A. L.	On 11th May, D.L.
SHANGHAI, YOKOHAMA & KOBE	Sinkiang	Brit.	Butterfield & Swire	On 12th May, 4 p.m.
SHANGHAI & JAPAN	Tiki...	Dut.	Doddwell & Co., Ltd.	About 31st May
JAPAN PORTS	Shunko Maru	Jap.	Jawa-China-Japan-Lijn	About 11th May
TIENTSIN via WEIHAIWEI	Chiphasing	Brit.	Jardine, Matheson & Co., Ltd.	On
BILLITON & BATAVIA	Tilpoteet	Dut.	Jawa-China-Japan-Lijn	On 11th May, Noon
CALCUTTA, SINGAPORE & RANGOON	Honolulu Maru	Jap.	Osaka Shosen Kaisha	About 11th May
RANGOON via SWATOW	Kwansung	Brit.	Jardine, Matheson & Co., Ltd.	On 6th June
SWATOW & BAPORC	Kiangsu	Brit.	Butterfield & Swire	On 14th May, Noon
SWATOW, AMOI & YOOCHOW	Haiding	Brit.	Douglas Lapraik & Co.	On 15th May, Noon
SWATOW, AMOI & YOOCHOW	Haidong	Brit.	Longias Lapraik & Co.	On 15th May, 12 Noon
MANILA	Loongang	Jap.	Jardine, Matheson & Co., Ltd.	On 11th May, 3 p.m.
MANILA & SINGAPORE	Mura	Am.	Struthers & Barry	On 18th May



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## HOMEWARDS.

S.S. "CITY OF FLORENCE" 10th May ... London, Antwerp, Rotterdam & Hamburg.  
S.S. "CITY OF TORIO" 5th June ... Marseilles, London & Hamburg.

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S.S. "CITY OF BIRMINGHAM" ... via Suez Canal ... 25th May.  
S.S. "OANFA" ... via Suez Canal ... 5th June.  
S.S. "CITY OF PITTSBURGH" ... via Suez Canal ... 15th June.

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**M. MESSAGERIES MARITIMES M.**  
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailing from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	...	...	14th May
AMBOISE	...	...	25th May
CORDILLERE	6th April	11th May	12th June
ANGERS	20th April	23rd May	25th June
CHILI	4th May	3rd June	10th July
PORTOS	18th May	17th June	24th July

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class ... £ 55. 0s. 0d. B CLASS 1st Class ... £ 50. 0s. 0d.  
S.S. "CITY OF BIRMINGHAM" ... 2nd ... £ 68. 0s. 0d. S.S. "OANFA" ... 2nd ... £ 62. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

## LIGNE COMMERCIALES (Cargo Boats).

S.S. "LT. ST. LOUBERT-BIE" loading for HAVRE, ANTWERP & DUNKIRK, about 11th May.  
S.S. "MEINAM" loading for HAVRE, ANTWERP & DUNKIRK, about 30th May.

## MESSAGERIES MARITIMES CO.

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

**DOUGLAS STEAMSHIP CO., LTD.**

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms, Saloons and Excellent cuisine.

## FOR

**SWATOW, AMOY & FOOCHOW**

## AND RETURN

(Occupying 9 or 10 Days)

HAIFONG ... Capt. Ellis Walker ... Friday, 11th May, at 12 Noon.  
HAIHONG ... Capt. J. B. Thomson ... Tuesday, 15th May, at 1 p.m.  
HAIHONG ... Capt. W. C. Farnmore ... Friday, 18th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.,  
General Managers.**JAPAN COAL**

## AND

**GENERAL IMPORTS & EXPORTS**

## AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TORIO

No. 14, PEDDER ST., HONGKONG.

**P. & O. British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND)

**MAIL AND PASSENGER SERVICES**STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	3,000	16th May, 4 p.m.	Marseilles, London & Antwerp.
"RYANZA"	2,800	30th May	Marseilles, London & Antwerp.
"SOUDAN"	6,700	6th June	Suez, Penang, Colombo & Bombay.
"LAHORE"	6,553	12th June	Suez, Colombo & Bombay.
"SARDINIA"	6,580	13th June	Marseilles, London & Antwerp.
"DELTA"	6,097	27th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	6,813	28th June	Suez, Penang, Colombo & Bombay.
"MALWA"	10,341	11th July	Bombay, Marseilles, London & Antwerp.
"DEVANHA"	8,099	15th July	Marseilles, London & Antwerp.
"SOUDAN"	6,586	28th July	Suez, Penang, Colombo & Bombay.
"KASHGAR"	3,017	8th Aug.	Bombay, Marseilles, London & Antwerp.
"RYANZA"	2,841	22nd Aug.	Bombay, Marseilles, London & Antwerp.
"SOUDAN"	10,575	5th Sept.	Marseilles, London & Antwerp.
"DONGOLA"	8,036	19th Sept.	Bombay, Marseilles, London & Antwerp.
"MANTUA"	10,902	3rd Oct.	Bombay, Marseilles, London & Antwerp.

**BRITISH INDIA - APCAR SAILINGS**

"TORILLA" 5,205 13th May Singapore, Penang &amp; Calcutta

**FASTERN & AUSTRALIAN SAILINGS (South)**

"EASTERN" 4,600 2nd June Marseilles, Thursday Island, Townsville, Brisbane, Sydney &amp; Melbourne.

Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (Sign Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILING TO SHANGHAI & JAPAN**S.S. "SARDINIA" 6,584 11th May D.L. Shanghai, Moji, Kobe & Yokohama.  
S.S. "CHAKRATA" 5,682 17th May Kobe only.  
S.S. "DELTA" 6,700 20th May Shanghai, Moji, Kobe & Yokohama.  
S.S. "SOUDAN" 8,097 24th May Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must deliver their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Class Passengers may travel by B.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For [Further] Information, Passage Fares, Freight Handbooks, etc., apply to—

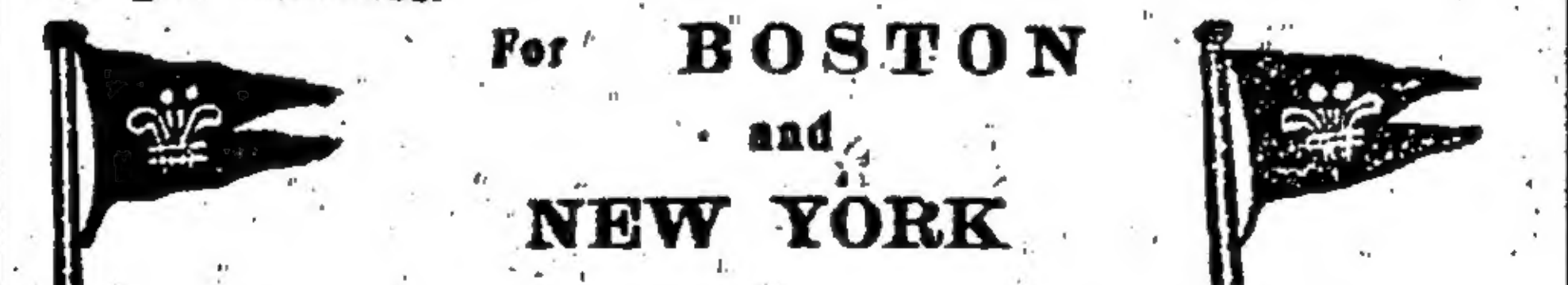
**MACKINNON, MACKENZIE & CO.**

29, Des Voeux Road Central, HONGKONG.

Agents.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

S.S. "EASTERN PRINCE" ... on or about 18th May.  
S.S. "ROMAN PRINCE" ... on or about 11th June.  
S.S. "GAELIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

**FURNESS (FAR EAST) LIMITED,**

Telephone: Central 3164

Telegrams (Furness)

(Incorporated in Great Britain)

Rt. George's Building

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**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION  
LONDON, HAMBURG, BREITENBURG & ANTIWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.  
"AMAZON MARU" (Omitting Marseilles) ... Sunday, 13th May  
RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.  
"PANAMA MARU" ... Friday, 1st June  
BOMBAY, KUMATHA MARU ... Monday, 21st May  
"ALTAI MARU" (calling at Penang) ... Tuesday, 6th June  
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service  
"KIBU MARU" ... Friday, 1st June  
CALCUTTA—Monthly Service via Singapore and Colon, ...  
"HONOLULU MARU" ... Wednesday, 6th June  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.  
"AFRICA MARU" ... Wednesday, 16th May  
NEW YORK via PANAMA—Regular monthly service via Japan Ports San Francisco—Passenger and Cargo Ports.  
"HAMBURG MARU" ... Saturday, 7th July  
JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.  
"BEKKO MARU" (Moji direct) ... Sunday, 20th May  
"ATLAS MARU" ... Monday, 25th May  
KORLUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.  
"KALIO MARU" ...  
"AMATEA MARU" ... Every Sunday, Noon.  
TAKAO via SWATOW & AMOY. ... Thursday, 10th May  
"SOBBU MARU" ...  
For sailing dates and further particulars please apply to:  
K. BEHKA, Manager.

Tel. Central No. 4080.

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**C. N. C.  
CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
NEWCHWANG	"SHANGHAI"	On 10th May, Noon.
SWATOW & SHANGHAI	"SHUNNING"	On 10th May, 2 p.m.
NEWCHWANG	"HUPEH"	On 18th May, Noon.
SHANGHAI & TSINGTAO	"SINKIANG"	On 12th May, 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 13th May, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 14th May, Noon.
SWATOW & SINGAPORE	"KAYING"	On 14th May, Noon.
AMOY, SHANGHAI & PUKOW	"KANCHOW"	On 15th May, D.L.
SWATOW & BANGKOK	"KIANGSU"	On 16th May, Noon.
MANILA	"TEAN"	On 16th May, 4 p.m.
HAIHOW & SINGAPORE	"CHINHUA"	On 17th May, 11 a.m.
SWATOW, AMOY & SHANGHAI	"KIUNGCHOW"	On 18th May, Noon.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

1 TELEPHONE CENTRAL 38.

(HONG SWIRE &amp; SOHN, LTD.)

CARGO &amp; PASSENGER CAN BE RECEIVED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE, John Swire &amp; Sons, Ltd., Agents.

**AUSTRALIAN ORIENTAL LINE**

HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila, Timor & Aus. Ports
"CHANGSHA"	21st May	26th May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For Freight and passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central No. 36.

(HONG SWIRE &amp; SOHN, LTD.), Agents.

**STRUTHERS & BARRY**

OPERATING U.S. GOVERNMENT SHIPS.

**EXPRESS FREIGHT SERVICE.**TO LOS ANGELES AND SAN FRANCISCO  
FROM HONGKONG BY DIRECT ROUTE.U.S.S. "West Chopaka" ... Due Hongkong 10th May.  
Leave Hongkong 10th May.

CALCO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

**TO MANILA, SAIGON AND SINGAPORE.**U.S.S. "Mura" ... Due Hongkong 15th May.  
Leave Hongkong 15th May.  
U.S.S. "West Ivan" ... Due Hongkong 16th May.  
Leave Hongkong 16th May.  
\*Omits Saigon.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SEETED.

FOR FULL INFORMATION APPLY TO

**STRUTHERS AND BARRY.**

L. EVERETT

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS &amp; JAVA.

1st Floor, Queen's Building.

Phone Central No. 3005.

U. P. BRADFORD, Res. Agent.

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**DODWELL & CO., LIMITED**REGULAR SAILINGS TO NEW YORK & BOSTON  
For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 8th June.

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

FUMME having been re-opened for trade, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE &amp; TRIESTE

S.S. "NIPPON" ... sailing on or about 7th June.  
S.S. "FUME-L" ... sailing on or about 28th June.

FOR SHANGHAI, YOKOHAMA &amp; KOBE.

S.S. "FUME-L" ... sailing on or about 31st May.

(Passengers' Luggage can be insured at the Office of the Agents.)

**NATAL LINE OF STEAMERS.**

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMINGA" ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—  
DODWELL & CO., LIMITED.  
Agents.



## POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FROM	PER	DATE
JAPAN London Letters via Brindisi, 10th April & via Suez 13th April	Tokyo Maru Kippono Maru	10th May 10th May
SHANGHAI SHANGHAI SAIGON U.S.A. JAPAN AND SHANGHAI Europe via Suez (Papers only) London 15th April	Sinkiang Laochow Cordillera Pres. Madison Kwaiyang	10th May 10th May 11th May 11th May 12th May
SHANGHAI AUSTRALIA & MANILA	Kanchoo Tanco Maru	13th May 16th May

## OUTWARD MAILS.

FOR	PER	DATE
Swatow, Amoy and Takao Straits, Ceylon, Mauritius, L. Marques South Africa, India, via D'Kodi EUROPE via MARSEILLES Straits, Ceylon, Mauritius, L. Marques South Africa, India via D'Kodi Bombay and Aden	Sochu Maru Hakozaki Maru Hakozaki Maru	Thursday, 10th, 6.00 A.M. Registration 8.45 A.M. Letters 9.30 A.M. 10.30 A.M.
Poochow Hoihow and Haiphong Saigon Straits Shanghai	Ohikayo Maru Haitan Phuquang Hwang Sardania	11.00 A.M. 11.30 A.M. 1.30 P.M. 3.30 P.M. 5.00 P.M.
Hoihow and Haiphong Java via Batavia Swatow, Amoy and Poochow Manila Shanghai and Japan	Nimonsang Tyleboet Hoihow Loozonang Cordillera	Friday, 11th, 8.30 A.M. 10.30 A.M. 11.00 A.M. 3.00 P.M. 3.30 P.M.
Straits Shanghai	Fan Oloa Sinkiang	Saturday, 12th, Noon 3.30 P.M.
Manila Swatow, Amoy and Keelung	Pres. Madison Kaijo Maru	Sunday, 13th, 9.00 A.M. 9.00 A.M.
Saigon, Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'Kodi EUROPE via MARSEILLES Straits, Ceylon, Mauritius, L. Marques South Africa, India via D'Kodi Bombay and Aden	Andre Lebon Namwang Calchas	Monday, 14th, Registration 12.45 P.M. Letters 1.30 P.M. 1.00 P.M. 2.00 P.M.
Swatow, Amoy and Poochow Japan and Victoria, R.C. - due Victoria B.C. about June 7th	Hakima Proteikus	Tuesday, 15th, Noon 1.00 P.M.
Shanghai Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'Kodi EUROPE via MARSEILLES Straits, Ceylon, Mauritius, L. Marques South Africa, India via D'Kodi Bombay and Aden	Africa Maru Kashgar	Wednesday, 16th, 8.30 A.M. 10.30 P.M. Registration 1.15 P.M. Letters 2.00 P.M.
Shanghai Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'Kodi EUROPE via MARSEILLES Straits, Ceylon, Mauritius, L. Marques South Africa, India via D'Kodi Bombay and Aden	Shanghai Kashgar	Thursday, 17th, Registration 9.15 A.M. Letters 10.00 A.M.
Swatow, Amoy and Poochow Keelung Shanghai and Japan	Haihow Iyo Maru Katori Maru	Friday, 18th, Noon Saturday, 19th, 9.30 A.M. Tuesday, 22nd, 11.00 A.M.
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'Kodi EUROPE via MARSEILLES Straits, Ceylon, Mauritius, L. Marques South Africa, India via D'Kodi Bombay and Aden	Kashgar Kashgar	Wednesday, 23rd, Registration 8.45 A.M. Letters 9.30 A.M.
Philippine Islands, Australia & New Zealand via Thursday Island - due Thursday Island, 6th June	Aki Maru	Saturday, 26th, Registration 8.45 A.M. Letters 9.30 A.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

"PERSEUS"	14TH MAY	London, Hull, Rotterdam & Hamburg.
"GLAUCUS"	20TH MAY	London, Rotterdam & Dunkirk.
"NELEUS"	28TH MAY	London, Rotterdam & Hamburg.
"AUTOMEDON"	4TH JUNE	London, Rotterdam & Antwerp.

## LIVERPOOL SERVICE

"MERIONES"	20TH MAY	Genoa, Marseilles, Liverpool & Glasgow.
"ELPENOR"	1ST JUNE	Marseilles, Havre, Liverpool & Glasgow.
"PHEMIUS"	20TH JUNE	Genoa, Marseilles, Liverpool & Glasgow.

## PACIFIC SERVICE

"PROTESILAUS"	15TH MAY	Victoria, Seattle & Vancouver.
"ACHILLES"	12TH JUNE	Victoria, Seattle & Vancouver.

## NEW YORK SERVICE

"EURYLOCHUS"	16TH MAY	via Suez.
"OANPA"	5TH JUNE	via Suez.

## PASSENGER SERVICE

"TEIRESIAS"	1ST JUNE	for Shanghai.
"TEIRESIAS"	25TH JUNE	for Singapore & London.
"SARPEDON"	9TH JULY	for Shanghai.
"SARPEDON"	4TH AUG.	for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(John Evans & Co. Ltd.)  
AGENTS.

## COMMERCIAL

## OPENING QUOTATIONS.

9th May, 1933	
On London—	
Telegraphic Transfer	2/4
Bank Bill, on demand	2/4 5/8
Bank Bill, at 30 days' sight	2/4 5/8
Bank Bill, at 4 months' sight	2/4 5/8
Credit, at 4 months' sight	2/4 13/16
Documentary Bill, 4 months' sight	2/5 1/16
On Paris—	
Bank Bill, on demand	810
Credit, 4 months' sight	895
On New York—	
Bank Bill, on demand	54 1/2
Credit, at 60 days' sight	55 1/2
On Bombay—	
Telegraphic Transfer	175 1/2
Bank Bill, on demand	175 1/2
On Calcutta—	
Telegraphic Transfer	175 1/2
Bank Bill, on demand	175 1/2
On Shanghai—	
Bank Bill, at sight	nom.
Prime, 30 days' sight	nom.
On Yokohama—On demand	110 1/2
On Manila—On demand	108 1/2
On Singapore—On demand	108 1/2
On Batavia—On demand	140 1/2
On Hongkong—On demand	nom.
On Canton—On demand	70 1/2
On Hankow—On demand	70 1/2
On Tientsin—On demand	70 1/2
On Peking—On demand	70 1/2
On Harbin—On demand	70 1/2
On U.S.A., 100 lbs. per ton	48.80
BAR SILVER, per oz.	3 1/2

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.  
Authorized Capital: \$10,000,000  
Paid-up Capital: \$20,000,000  
Reserve Funds:—  
Sterling: \$24,500,000  
Silver: \$34,500,000  
Reserve Liability of Proprietors: \$20,000,000

Court of Directors:  
A. G. LANG, Esq., Chairman.  
D. G. M. BARNARD, Esq., Deputy Chairman.  
A. H. COMPTON, Esq., W. L. PATTERSON, Esq.  
G. M. DODD, Esq., J. A. PLATT, Esq.  
G. T. M. EDKINS, Esq., H. P. WHITE, Esq.  
Hon. Mr. E. V. D. PARR.

## Chief Manager: Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. MOSENFELDER, Esq.  
Manager: Shanghai—G. H. SMITH, Esq.

## LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
Hongkong, 1st May, 1933. [37]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, 14th November, 1932. [38]

## CHARTERED BANK OF INDIA, AUSTRALIA &amp; CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

Paid-up Capital: \$3,000,000  
Reserve Fund: \$2,800,000  
Reserve Liability of Proprietors: \$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,  
Manager.  
Hongkong, May 8th, 1933. [31]

## THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexander Building, Queen Road.

General Banking and Exchange business transacted.  
Loans granted on approved securities.  
Current Accounts opened and Fixed Deposits received at rates which will be quoted on application.  
The Bank also conducts a Savings Department.

K. O. LAN,  
Chief Manager.

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital: \$100,000,000  
Paid-up Capital: \$10,000,000  
Reserve Funds: \$10,000,000

HEAD OFFICE—PEKING.

HONGKONG BRANCH: 4, Queen's Road Central. Branches and sub-branches all over China, and correspondents in Europe, America, and other parts of the world.

London: Bankers—The National Provincial and County Bank of England, Ltd.  
The City of London, Ltd.  
The City of London, Ltd.  
The City of London, Ltd.

Loans granted on approved securities.  
Special facilities for China Exchange.

TYUNYEN F. H.  
Manager.  
Peking, September 8th, 1931. [33]

## "CAPSTAN"

Cigarettes and Tobacco

The Popular Smoke

SOLD EVERYWHERE

from Timbuctoo to Rio de Janeiro  
Piccadilly to Pechin

"CAPSTAN"—THE NAME THAT COUNTS

British-American Tobacco Co. (China) Ltd.  
Distributors

## THE MERCHANT BANK OF INDIA, Limited.

Head Office: 15, Old Broad Street, London, E.C. 4.

Authorized Capital: \$10,000,000  
Paid-up Capital: \$1,000,000  
Reserve Fund: \$1,000,000

BRANCHES:  
Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Cebu, Manila, Singapore, Hongkong, London, New York, San Francisco, Yokohama, Kobe, Nagasaki, Osaka, Hankow, Tientsin, Peking, Harbin, Manchuria, etc.

CHONGKING BRANCH:  
Every description of Banking and Exchange business transacted.  
INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

H. C. WILSON,  
Manager.  
7, Queen's Road Central, Hongkong, March 2nd, 1933. [30]

## NEDERLANDSCHE HANDEL, MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1834.

A. Capital: \$1,000,000  
Paid-up Capital: \$1,000,000  
Reserve Fund: \$1,000,000  
Special Reserve: \$1,000,000

Head Office: Amsterdam.

Branches at: The Hague, Rotterdam, Antwerp, London, Hongkong, Shanghai, Yokohama, Kobe, Nagasaki, Osaka, Hankow, Tientsin, Peking, Harbin, Manchuria, etc.

Loans granted on approved securities.  
Special facilities for China Exchange.

W. H. GROENKAMP,  
Manager.  
Hongkong, September 4th, 1932. [37]

## THE BANK OF EAST ASIA, Limited.

HEAD OFFICE: 10, Des Voeux Road, HONGKONG.

Established 1919.  
Authorized Capital: \$10,000,000  
Paid-up Capital: \$1,000,000  
Reserve Fund: \$1,000,000

DIRECTORS:  
Mr. Fong Wah Tze, Chairman.  
Hon. Mr. Chow Shue Sen.  
Mr. Li Koon Chan.  
Mr. Fung Ying Shun.  
Mr. P. K. Kwok.  
Mr. Kan Chin Nam.  
Mr. Hayah Tai.

Chief Manager: Mr. Kan Fui Po.  
Asst. Manager: Mr. Li Tse Tung.

BRANCHES & AGENCIES:  
LONDON, PARIS, SHANGHAI, KORE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, HAWAII, CALIFORNIA.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

INTEREST allowed on Current Accounts at the rate of 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

KAN TUNG FO,  
Chief Manager.  
Hongkong, February 28th, 1933. [34]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000  
Reserve Fund Yen 60,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Yokohama, Kobe, Osaka, Tokyo, London, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, etc.

Loans granted on approved securities.  
Special facilities for China Exchange.

T. NISHITAMA,  
Manager.  
10th March, 1932. [39]

## THE BANK OF TAIWAN, Limited.

(TAIWAN BANK.)

Interpreted by Special General Order 1897.  
Capital Subscribed Yen 60,000,000  
Capital (Paid-up) Yen 60,000,000  
Reserve Funds Yen 12,000,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:  
JAPAN—Tokyo, Yokohama, Kobe, Osaka, etc.  
FORMOSA—Keelung, Tainan, Keelung, etc.  
CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton, etc.  
OTHERS—Hongkong, Singapore, Rangoon, etc.

LONDON BANKERS:  
The Bank has Correspondents in Canton, Hankow, Shanghai, Peking, etc.  
The Bank has Correspondents in Canton, Hankow, Shanghai, Peking, etc.

MANAGER: S. KONGDO.  
Head Office: 10, Des Voeux Road, Hongkong, 7th September, 1932.

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 10, Boulevard Haussmann, Paris.

Subscribed Capital: Frs. 75,000,000  
Paid-up Capital: Frs. 25,000,000  
Reserve Funds: Frs. 25,000,000

BRANCHES:  
Bangkok, Hongkong, Shanghai, etc.

IN FRANCE: Complete National Accounts of Paris: Credit Lyonnais, Comptoir d'Escompte, etc.

AN LONDON: The National Provincial and Union Bank of England, Ltd., Complete National Accounts of London: Credit Lyonnais, Comptoir d'Escompte, etc.

NEW YORK: The National City Bank, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

Every description of banking and exchange business transacted.

V. MARBOIS,  
Acting Manager.  
Hongkong, July 15th, 1931. [32]

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